

THE Hongkong Weekly Press

AND China Overland Trade Report.

Vol. LX.]

HONGKONG, SATURDAY, 5TH NOVEMBER, 1904.

No. 19

CONTENTS.

	PAGE
Epitome	329
Leading Articles:—	
Neglected British Concessions	330
War Averted	330
The Disadvantages of Diplomacy	331
Lessons of the War	331
Railway Enterprise in China	332
Useless Slaughter	332
Hongkong Jottings	333
Trade Marks Regulations	333
Hongkong Legislative Council	334
Hongkong Sanitary Board	335
Supreme Court	336
Marine Magistrate's Court	336
Canton	336
Inquests	337
Kowloon Cricket Club	337
Polo	337
The Boxing Contest	337
Rough Experiences at Sea	337
The Orpheus Society's Concert	337
Correspondence	338
"Star Ferry" Co.	338
North China Insurance Co. Ltd.	338
Our Volunteers Disperse	338
Crown Land Sale	338
Ah Tung dips into History	338
The British China Squadron	339
Man-o'-War's Boat Adrift	339
New Hospital at Shanghai	339
Audacious Robbery at Shanghai	339
Murderous Attack on an Englishman	339
Baxter School Sale of Goods	339
Hongkong	339
Far Eastern Items	340
Trade Items	341
Commercial	342
Shipping	344

BIRTHS.

On 23rd October, at Soochow, the wife of Rev. R. A. PARKER, of a son.

On 25th October, at Shanghai, the wife of EDWARD F. MACKAY, of a son.

On 26th October, at Shanghai, the wife of W. E. SCHROEDER, of a daughter.

On the 31st October, at The Homestead, Peak, the wife of E. H. SHARP, of a daughter.

On 1st November, at Treverbyn, Peak, the wife of H. E. TOMKINS, of a daughter.

MARRIAGES.

On 22nd October, at Shanghai, FREDERICK, fifth son of HENRY GRIFFIN, of Blackthorne, Oxfordshire, to ANNIE RENNIE, eldest daughter of ROBERT LAW, of Shanghai.

On 28th October, at the Peak Church, by the Rev. F. T. JOHNSON, M.A., ARTHUR CAWTE FRANKLIN, Government Analyst, son of ALFRED FRANKLIN, Porchester, Hampshire, to LILY, daughter of EDWIN ASHDOWN, Hampstead.

DEATHS.

On 21st October, at Bombay, DHANJIBHOY CURSATTI SETNA, of Messrs. Cawasjee Pallanjee & Co.

On the 30th October, at the Peak Hospital, Hongkong, WILLIAM STEWART HARRISON, manager of the China and Japan Telephone and Electric Co., Hongkong, aged 38 years.

Hongkong Weekly Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVAL OF MAILS.

The French Mail of the 30th Sept. arrived, per the ss. *Gregory Apar*, on the 31st ultimo; and the English Mail of the 7th October arrived, per the ss. *Chusan*, on the 4th inst.

EPITOME OF THE WEEK.

Kowloon now has a properly established and officered cricket club.

Land in the New Territory is attracting buyers. There have been several sales.

The "pidgin English" story of "Ah Tung," appearing in this issue, is a true story.

The Orpheus Society at Hongkong inaugurated with a concert on the 2nd instant.

The project to start a new ferry system between Hongkong city and Kowloon has been abandoned.

The Governor and the German prince had a bout at Polo on the 3rd instant. The Governor's team won.

A good many old Hongkong ponies were successful at the Shanghai Races on the 1st, 2nd, and 3rd instant.

The Bill for a new Peak Tramway was read a second time at the Hongkong Legislative Council on the 3rd instant.

A German report that the coming into force of the Chinese Trade Mark Regulations had been postponed, is not confirmed.

An agreement between China and Portugal for the construction of the Macao-Canton Railway, is reported to have been signed.

The Supreme Court Judge on the 3rd inst heard a case which threw an interesting light in the methods of the Chinese theatre business.

About \$1,200 were raised for the funds of the Baxter School by means of a bazaar on the 1st instant. The Governor took a helpful interest in it.

The North China Insurance Co., Ltd. paid a final share dividend of four per cent., and a bonus of ten per cent. upon contributory premiums.

The Hongkong volunteers struck camp on October 31st, having spent a pleasant and profitable week on Stonecutters Island. The authorities expressed satisfaction with the men.

"Zone time," the standard time of the China Coast, was adopted by Hongkong, Canton, and Macao on October 30th. It involved the putting on of the clocks, about 23 minutes 18 seconds.

Two Chinese were killed at Hongkong on October 15th in an unusual manner. A piece of "eaves-gutter" fell on them as they were passing along the street. A report of the inquest appears in this issue.

An English officer of the Chinese Customs was murderously attacked by Chinese in the Kowloon hills, while walking to Kowloon. He beat off his assailants. Life is not quite safe yet in the country districts.

There are indications that Port Arthur was hotly pressed by the besiegers, who hoped to achieve some signal success to celebrate the Mikado's birthday on November 3rd. Its fall is not now expected before January or February.

There was a little "flare-up" at the Sanitary Board meeting on October 1st, a member impeaching a surveyor (in his absence) on the score of defective drains. He was told that it was not English practice to attack a man in his absence.

As this mail goes Hongkong is busy preparing for the joys of winter. The Governor's ball on the 15th, and St. Andrew's on the 30th instant, are looked forward to. Cricket, football, and sport generally is in full swing, and the weather delightful.

Viceroy Chang Chih-tung has established a high agricultural school at Wuchang to train the sons of merchants and of peasants in modern agriculture under Japanese instruction. The number of pupils is now limited to 200 and the course of study fixed at three years.

Mr. C. W. Campbell, British Consul at Canton, has revived the old girding at the compadre system. It has its drawbacks, but Mr. Campbell is in error in thinking Chinese language "not difficult of attainment." Most foreigners disagree with him.

The Royal Hongkong Yacht Club has opened the season very successfully. We are unable to find room in this issue for the long report of the first races. Miss Bird won the ladies' race with *Bonito*, Mess Stella May in *Dione* being second. *Vernon* was first for the club championship.

The Canton-Hankow railway has lately been, and still is, the subject of an interesting three-cornered struggle for its possession. The Chinese are moving heaven and earth to get hold of it; the Belgians, of course, have a pull; and recently the story of fresh American enterprise with regard to it has been received.

Hongkong was much exercised in mind over the North Sea outrage, and for two days talked war, expected war, and almost wished for war. There has been a good deal of talk in Hongkong shipping circles of blockade running enterprise at Port Arthur. Some trouble with crews refusing to go has been experienced.

A new British agency is to be established at Lakon Lamnang, and will be opened by Mr. T. F. Carlisle, whose departure from Bangkok for the post of Consul at Hanoi has had to be postponed. He leaves Bangkok shortly for Lakon, and will remain there some months; when he is relieved he will be able to proceed to Hanoi.

A good deal of fuss is still being made about Macao's desire to import more rice from Canton. The Chinese there claim that Macao only wants the grain to sell over again, and that any more exports would make rice very dear to the native consumer. There is much to be argued on both sides; it seems to be a question of fact at present.

NEGLECTED BRITISH CONCESSIONS.

(Daily Press, 29th October.)

The story of the Railway question, in China, as told by the Shanghai correspondent of the *Times* (and reproduced on the 26th inst. in our columns), is interesting but most saddening. It reveals a considerable amount of apathy on the part of British investors, but it also betrays a sorry exhibition of weakness on the part of the British Government. Between the promise claimed by the then British Minister in China, Sir CLAUDE MACDONALD, to have been secured by the British Government in 1898, and the actual achievement in 1904 there is a wide gap indeed. The promise was 2,800 miles of prospective railways to be made under British control; the result in 1904 is 590 miles *in esse* and 950 miles *in posse*. The *Times* correspondent shows very clearly how, owing to lack of pressure from the British Government, one British concession after another has either dwindled or been deferred indefinitely. He admits that the conclusion of the final agreement with regard to the Shanghai-Nanking Railway and the issue of the bonds for its construction in London is a matter for congratulation. He might, however, very justly have added that these felicitations should be greatly tempered by the fact that while not a single sod of that railway has yet been cut, the German railway through Shantung has been completed for a distance of more than two hundred and fifty miles. He very rightly accords some blame to the indifference of British capitalists, but does not impute any special fault to the British-Chinese Corporation for the six years' delay in taking advantage of the hardly won concession. The effect of the whole summary, however, is to demonstrate, beyond doubt, that there has been slackness on the part of the concessionaires and supineness on that of the British Foreign Office, which, if it was the object of the British Government to maintain its influence and prestige in China, should have been prepared to throw the whole weight of its influence in the scale, not only to secure a proper share of railway concessions for British capital, but to have kept the concessionaires fully up to mark and ready to carry out their engagements without any undue delay either in construction or management.

Coming down to the Kowloon (Hongkong)-Canton line, the *Times* correspondent, after remarking on the great value of this concession, says:—"Public opinion in Hongkong has been gathering weight for the past two years, and now expresses itself strongly to the effect that the needs of the Colony demand the immediate construction of this railway. The Colonial Government," he adds, "has offered to guarantee 3 per cent. on the cost of construction for five years, and it is probable that with the arrival of the new Governor, Sir MATTHEW NATHAN, the matter will be energetically taken up." So it was hoped when Sir MATTHEW arrived, and it is no secret that His Excellency most earnestly desires to see the work commenced, but apparently there is some hitch in the negotiations at home, though with whom rests the responsibility for the new delay it is beyond our power to divine. It would be interesting to know what is transpiring at Downing Street in connection with this important question. To the colonists, who have now for some six years been impatiently waiting for some sign of activity on the part of the concessionaires, the delay is most irritating, more especially in view of the possible contingencies which hang upon the commencement of the enterprise. It is

now three months since the GOVERNOR landed in Hongkong, and proclaimed, in the Council Room, that the completion of this vitally important railway would have his prompt attention. We do not doubt that the line has received his careful thought and attention, but we should like to know something as to the result of the negotiations mentioned by the *Times* correspondent. What, for instance, is the cause of difference, if difference there be, between the Government and the Corporation? If this difference is irreconcilable, then there need be no difficulty at any rate in the Colonial Office sanctioning the construction of a railway to the frontier, over which the concessionaires could be allowed running powers on agreement when they had constructed their line to Canton. In any case let us get on with the work! The Colony needs it for the development of the New Territory, but it especially desires a beginning to be made with the line which is to connect it with Canton for other and still more cogent reasons. The main engineering difficulties exist on the section between Kowloon and Shamchun, and hence the necessity for losing no further time in the prosecution of the enterprise. His Excellency the GOVERNOR is naturally reticent on this question; he has probably no authority to do anything as yet; but we can assure him that he will have the whole Colony at his back in any efforts he may make to induce the Imperial Government to authorise the Hongkong Government to construct the British portion of the line.

WAR AVERTED.

(Daily Press, 31st October.)

The Biblical character Job has been superseded as the incarnation of patience. When men wish to express their idea of the most patient kind of patience now, they will speak of the patience of JOHN BULL. That gentleman has in the last few months served his apprenticeship to JOB, and proved how exceedingly long-suffering he can be under the influence of diplomacy. SHAKESPEARE remarks "how poor are they that have not patience," and in his endurance of the stings and arrows of outrageous Russia JOHN BULL has demonstrated his affluence in that quality of meekness which we are informed, from the pulpit, entitles its possessor to inherit the earth. Accustomed to believe that he, under that other and more gracious typification of BRITANNIA, ruled the waves, Mr. BULL became somewhat restless when ship after ship was stopped and pirated by Russian cruisers. His diplomats soothed him by assuring him that he was not suffering more than anybody else. The well-directed compliment by Mr. BALFOUR, that nine-tenths of the shipping Eastward bound was British was evidence that Mr. BULL's craft were not being discriminated against, and at the same time one of the most typical instances of effectual diplomacy known to history. It made Mr. BULL resume his reposeful attitude. When he heard of the *Malacca's* voyage under the Russian flag, JOHN BULL lost his temper once more. His patience was chipped at the edges, and cracked right across the middle. His progress towards an old-fashioned BERSERKER rage was again checked by diplomacy. "Leave it to me," said Mr. BALFOUR; "I'll see that your honour does not suffer." The urbane but clumsy gentleman from St. Petersburg who had thus trodden on his toes apologised with all the unctuousness of a Mr. CARKER; and Mr. BULL, grumbling a little, again resumed his reposeful attitude. Some of us did not like this tame ending to an annoying affair. It savoured

too much of South's definition, that "modern Christianity teaches that men are bound to suffer when they are not able to resist." Patience might be a virtue, but we felt convinced that resignation was not. Patience under pin-pricks is a characteristic of greatness; but a meek conformity to circumstances like these under consideration smacks of cowardice. However, diplomacy had spoken, and we hoped things would come out all right. Then the North Sea atrocity occurred, and the roar of JOHN BULL was heard in the land. Diplomacy assured him that to assert himself now would be to play into Russia's hands. It does, indeed, seem likely that Russia, threatened with imminent and ignominious defeat at the hands of a young Asiatic army, would be glad to "save face" by provoking another Power to attack it, and so to lay down its arms to superior force. If this latest deed of inexcusable savagery in the North Sea was not instigated with some such end in view, it gives to the Russian naval officer a reputation that will take him years to live down. Unless it were a case of obeying orders, we must regard it as an instance of cowardly panic and barbarous cruelty only to be looked for in an absolutely uncivilised foe. With modern searchlights, admittedly in working order, a naval officer who cannot distinguish between a ship of war and an inoffensive fishing boat ought to be kicked off the quarter deck as an incompetent ignorant. It says something, any way, for the wholesome respect with which the Japanese naval men have inspired the Russians that twelve thousand miles away a Russian officer should be terrified at shadows, and betray his cowardly terror by wildly firing upon the first thing that moved in the dark.

Diplomacy has had its way again. The incident promises to close in a peaceful inquiry. We do not suppose that JOHN BULL is satisfied with this outcome. It was unlikely, in the circumstances, that France would have felt it her duty to side with her ally in any trouble due to such wanton and wicked provocation. It is more than probable that the real basis of our recent understanding with France was connected with the diplomatic rapprochement of Russia and Prussia, due to the ambitions of the latter in the direction of Austria. French diplomats saw the danger to France of such co-operation sooner than ours did, hence the entente cordiale. The *Times* has sarcastically called Russia's new understanding with the Hohenzollerns against her own ally France a case of "re-insurance." It might be called by an even uglier name. Apart altogether from such considerations, we cannot help thinking that this was a proper time and a fitting opportunity to give Russia an object lesson, and some salutary instruction in the ways of civilisation. As it is, we suppose we must be resigned to arbitration, whatever Mr. BALFOUR may say. If the decision of the International Commission at Vigo does not lead to the amplest of amends, including the stripping off of the uniforms of the craven naval assassins concerned, we may safely promise that the vice of JOHN BULL will once more be raised, and raised with purpose.

The Central Mining Company at Chang-sha is now working a coal mine at Shui-kou Shan. The coal produced is of very good quality. Owing to the want of an experienced engineer the mine at Heng-chou has been closed by order of the new governor. It is believed that the company lost fully Tls. 50,000 in the enterprise, and the workmen have been sent back to their homes.

THE DISADVANTAGES OF DIPLOMACY.

(Daily Press, 1st November)

With the highest respect for Mr. BALFOUR's abilities, and a firm conviction of the inherent honesty of his intentions, it is yet the case that his policy with regard to Russia is bringing the country dangerously near to an impasse from which war with Russia, and possibly with Germany, will afford the only means of honourable escape. Mr. BALFOUR is at one with the whole nation in his detestation of war, and of all wars of one with Russia, and this, not because of any love or affection towards Russia herself, but that neither honour nor advantage could possibly accrue from such a contest. Mr. BALFOUR has, however, as we lately pointed out, with all the strength of ACHILLES, his one pervading weakness. His mind is essentially philosophic; and this, though not necessarily a source of weakness, yet renders him disposed in the first instance to have too strong a belief in the power of reason. It is but seldom that reason has any strong directing influence in the affairs of nations, which are far more usually based on mere sentiment, and against such a condition philosophical argument can make but slow headway. We have before reflected on the small advantage of diplomatic intercourse with a Power like Russia, where the Power that places most reliance on the logical appeal to what we are accustomed to look upon as the fundamental principles of right and reason is at a distinct disadvantage. This fact, but half understood, is really at the base of most international troubles; what seems to the one plain and straightforward, to the other appears as a congeries of deceit and duplicity. No two nations persistently think in the same grooves; this is apparent even in the regions of science: more when the discussion turns to political topics. The thread of the argument is being continually interrupted by extraneous accretions gathered in its passage. When the Russian volunteer fleet overhauled and took possession of the first British ships in the Red Sea an American ex-statesman in China tersely remarked: "This is riding for a fall." Admiral FREMANTLE, a man of action, instinctively grasped the situation in recommending that it should be treated as an act of piracy. Unfortunately Mr. BALFOUR saw in it a subject for remonstrance and discussion. In such a course Great Britain could but come to grief. Before the Crimean war England had always upheld the doctrine of the right of search: on the completion of the war she had unwillingly accepted the new doctrine that a neutral flag covered the enemy's goods—except, and the exception is noteworthy, contraband of war. But the declaration did not define what was contraband, and Russia pretended to have her own meaning of the phrase, in which she was bound to have many sympathisers. Mr. BALFOUR thus permitted the main question at issue to be set aside, and in consequence allowed himself to be drawn into a profitless controversy in which there was no defined basis for argument. It is probable that the course taken has been even more embarrassing for Russia than for England herself. The only question at issue at the moment was the status of the volunteer cruisers; Russia had taken on herself to commit an unfriendly, almost a hostile act, and expected that it would have been met by equally decisive measures on the other side. To have peremptorily demanded the release of the *Malacca*, and the dismantlement of the cruisers as warships would have been a perfectly intelligible course,

and would have raised no embarrassing issues; it would, moreover, have had the effect of saving Russia's face. Russia had, in fact, overreached herself, she had carried on too far her game of bluff, and had been called upon by Japan to show her hand. Russia, relying on her military prestige, had entered on the war unprepared, and was taken at a disadvantage, and the issue was doubtful; yet without loss of that prestige she could not withdraw, nor could she in as many words acknowledge that she had been compelled by Japan. The same disability could not, of course, attach to her retiring her fleet before the sea power of Great Britain, and she could very well plead without loss of prestige that without the assistance of her fleet she could make no headway in her land combat with Japan. She had clearly at the time no understanding with Germany, and so the way to some understanding with regard to Manchuria was open: now, of course, all this is changed. The question of contraband of war, not at first involved, has become a crying question, and in this she finds a ready ally in Germany, at all times disposed to question the naval superiority of England. The time too has become opportune to recall the old understandings with Germany, and the attacks on British prestige have developed into a policy supported by a precedent to which the weakness of the British Government has itself been a consenting party. This it is that lends importance to recent doings in the North Sea. Here Russia has been pleading the ridiculous excuse that the sinking of British trawlers and the murder of their crews has proceeded from their having been mistaken for Japanese destroyers. Doubtless Russia has been led to take the last step through an apparently well-founded confidence that the same philosophical weakness, and disposition for palaver, instead of prompt action has proceeded from fear rather than policy, and that the old game may be tried on a nation which has forgotten that it ever was great. Diplomacy, it has been remarked, is the instinctive resort of weak nations; when a great Power condescends to the ignominy, it has ever proved the first step to insult, and so becomes the strongest incentive to aggressions only to be wiped out by war. The first result of yielding in the present case has been to revive the traditional dependence of Germany on St. Petersburg, so that it is likely to have far wider reaching influence over the future of Europe than a more dignified course would have entailed.

LESSONS OF THE WAR.

(Daily Press, 2nd November)

If the South African war taught us many unexpected lessons, the Russo-Japanese war will surely be the means of teaching us some that are still more unlooked for. In the former, the effectiveness of the then new quick-firing weapons was for the first time shown—and in the initial stages of the war, sadly to our cost, as at Modder River, where the strength of entrenched positions against frontal attacks under the new conditions of quick and accurate rifle fire was demonstrated in a manner which surprised even experts. The increased strength of defensive positions was the prominent feature under the new conditions; but in the end it was made clear (as Lord Charles BERESFORD, judging accurately of military tactics from those of the Navy, predicted) that a purely defensive attitude was one which it was impossible to maintain for any lengthened time. The over cautiousness of the Boers in this respect was the cause

of its being possible ultimately to surround them at Paarde Kraal.

In the Russo-Japanese war what was most prominently brought to notice, at sea, was the far-reaching effect of rapid action at the outset—and on land, the equally powerful effects of rapid mobilisation. The promptness with which the Japanese struck at the outset at the Russian fleet in Port Arthur gave them an advantage which influenced the whole of the subsequent campaign, and the lesson thus taught is one of vital importance to a nation like Great Britain, which depends absolutely upon maintaining the command of the sea. Once war is declared, there can be no hesitation without the greatest danger, and promptness of action at the outset may mean victory in the end, while the slightest hesitation may equally mean defeat. Unluckily hesitation is just the weak point of British doings. It is a fault on the right side undoubtedly, and few would desire to see any diminution on the part of our statesmen in the prudence which is wary of the entrance to a quarrel. But there is always a risk that this may be carried too far. "Ready, aye Ready," is the motto of our sailors, but too frequently when emergencies arise it has been found that the nation is anything but ready. The object lesson which the war in these parts has afforded is one whose import cannot be overlooked, and the most sanguine and easy-going cannot with such facts as have been revealed before them content themselves with a vague hope that without being constantly on the alert we shall always somehow manage to come out right in the end, however much we may blunder at the commencement. In the future, if the British Empire is to be safe, it must at all times be absolutely ready.

In the military operations which have taken place, the chief lesson taught is the all-importance of rapid mobilisation. The extraordinary ability with which the Japanese have been able to move their forces has been one of the chief causes of their success. In one action after another the same story was told of their having been able to outflank their opponents. In many cases they were aided by reserves, but they always knew where to place them, and were always able to bring them up at the right time, both of which were due to their powers of rapid mobilisation. How this has been accomplished is an important study. So little comparatively has been allowed from time to time to come out as to actual detail that the precise facts are difficult to arrive at. One thing, however, is certain. The Japanese were far less dependent than is ordinarily the case upon the services of beasts of burden and were vastly assisted by being able to effect a large part of their transport by mere force of human limb. It was said during the war in South Africa that the speed of the British column was that of the slowest ox-waggon attached to it; and though this is undoubtedly slower than ordinary transport still it is no bad illustration of the chief difficulty which has to be met in military operation. The speed with which the Japanese managed to transport the convoys and the regiments was something evidently unanticipated by their antagonists, who might not unnaturally conclude that, being largely dependent upon carriage by coolies, they would make but slow progress. Active and strong men, however, can do much that the horse or the mule cannot venture upon. They can very much more adapt themselves to their surroundings, and are not nearly so much put out by bad roads or mountain paths as is necessarily the case with any beast of

burden. Another thing is they are infinitely more reliable as to health, and generally much more easily replaced in times of war, should any fail, than are animals, who in addition swell the convoy itself very largely by the provender it is necessary to carry for them. The lack of horses for draught as well as for cavalry was considered the weak point in the Japanese arrangements; but they had a good substitute for the one, and very soon made up the deficiency in the other. Anyway, whatever their defects were supposed to be, there is the testimony of the best military authorities that their arrangements for commissariat and for mobilisation were perfect. The events showed how well they were able to work them and what an enormous advantage their superior mobilisation gave them. The lesson which is thus taught is one which it is to be hoped will not be overlooked; though reform in military matters seems often as slow as changes in other directions—as for example the law—are proverbially. Of course the whole of the advantage which they had was not due exclusively to mobilisation. They were able to land troops at a large number of points ready to be called into action when required and to join with the other forces at the proper time. But in this their rapid marching also played its part. All this was of course supplemented by an amount of élan and determination which has seldom been equalled; and which was never thought possible in a people looked upon as Easterns, and expected to have a certain amount of dash, but to be likely to show themselves lacking in stay. They hardly ever seemed to count the cost of any operation which they had determined to carry out; but all this would have been of little avail but for their powers of rapid movement under circumstances which seemed greatly against it. This has been the most noticeable feature in this war; and there is much in it which affords a lesson that will probably not be overlooked by the military attachés and other critics who have watched the progress of events.

RAILWAY ENTERPRISE IN CHINA.

(Daily Press, 3rd November.)

The supreme importance of the question of British railway enterprise in China is sufficient excuse for returning to the subject again and again. Until our Home Government can be brought to a full realization of its duties in respect of the concessions obtained by our nationals, it is obviously required of us, and of all who have at heart our national and commercial interests in China, which are more closely tied than some people seem to remember, that we should diligently endeavour to emphasise the fact that it is owing to the Government's lack of overt sympathy that these concessions are still undeveloped. The statement that of the two thousand eight hundred miles of railway conceded to our enterprise, only five hundred and seventy miles have been made, is alarmingly suggestive. Less than a hundred miles of railway a year is not the progress we have a right to expect; and it is certainly not a record creditable to our business reputation, in a land where reputation counts for much. It should not be necessary to reiterate the statement of the intimate relationship existing in China between policy and commerce. Our Chambers of Commerce, and our China Associations, have proclaimed this fundamental truth in season and out of season; and so

far as Sir ERNEST SATOW is concerned, we do not think there has ever been the slightest tendency to question or belittle it. If an object lesson were needed, it would be found in the efficacy of the Russian plea for her persistent refusal to comply with her obligation to evacuate Manchuria. The safety and protection of the great Russian railway was an argument that gave pause to the most virulent Russophobe. It did seem unreasonable, even to those who recognised Russia's ulterior design, that the fruit of her notable enterprise should be in any degree endangered. Such illustrations, however, are not needed. The recognition of railways in China under foreign control as powerful political weapons has been unanimous, tacit or expressed. The rejoicings in 1898 over our success in "the battle of concessions" are made ludicrous if those concessions be not used. At present we are in the position of parties who have gone through the marriage service, received the congratulations, and parted at the church door. Other nations have not been guilty of that eccentricity. They have started housekeeping, and justified the congratulations of their friends. It is not as if our Government were being embarrassed by applications for subsidies. A little more determination, such as they showed in 1899, when official note was taken of the Tsung-li-yamen's promise to the Hongkong and Shanghai Banking Corporation, that China would not alienate any of the northern railway lines to any foreign power, is all that is asked. Even that quiet and unostentatious official action had excellent results, as is well known; and what we should like to see is more official spirit of the kind that inspired that holding up of the hands commercial in January, 1899. It saved the railway from remaining in Russian hands after the Boxer affair of 1900, and so undoubtedly contributed to the continued independence of Peking. Since then, however, Sir ERNEST SATOW has done little to confirm Lord LANSDOWNE'S assurance that he returned to his duties last year with "a definite policy on the railway question." It seems certain that private British enterprise is only waiting for some assurance of Governmental support, and when its work would so patently conduce to our political advantage in the country, where we are at present as obviously being disadvantaged, it seems very hard that that official encouragement should not be definitely forthcoming. So far as that goes, it would not be so much out of place to ask for pecuniary support. There are excellent precedents, in the famous achievements of Lord BEACONSFIELD in the case of the Suez Canal, and in the railway successes of the Soudan and Uganda. It is that mysterious and obstructive entity which we call the Treasury that seems to require stirring up. No popularly appointed politician seems to be responsible for its hoary, hidebound traditions; it appears to be a gang of permanent officials swathed in red-tape, who are, supposing there were a Government capable of realising that there is such a country as China, with some important British interests demanding attention, still not amenable to any outside influence. As we have said, however, our concessionaries expect no subsidies, not even guarantees. All that is immediately necessary is some of that real, diplomatic, moral support which has proved so effective in the cases of other nations. With that certain, it is not doubted that British capital would be plenteously available for the opening up of Chinese markets to our trade and manufactures.

USELESS SLAUGHTER.

(Daily Press, 4th November.)

We have already voiced the desire of humanity generally for a cessation of the dreadful slaughter incidental to the current war; and could wish that there were better foundation for the stories of intervention and possible consequent peace that are going the rounds of the Press at Home. But the longer the war wages, both in the field and on paper, the more we are forced to perceive that the combatants are, as STEPHEN CRANE might express it, "seeing red." The actual fighters on both sides are keen enough, no doubt; but it is not difficult to imagine them as weary also—with spirit willing and flesh weak. It is, however, the "mute inglorious heroes" of Tokyo and St. Petersburg who, as Mr. DOOLEY put it in connection with another war, are "not so ——— mute nayther," and who by their utterances are causing us to despair of any issue more sensible than the conclusion of the famous fight of the cats of Kilkenny. The utmost that was hoped in the beginning by those fain to egg on Japan to fight was some sort of finish akin to the stalemate of the chess-player; and no one expects now, after the wonderful successes attendant upon Japanese arms, that the Japanese can drive Russia out of the East, or impose terms as a conqueror arrived in Moscow. That is no more likely than that the retreating Russians will ever be able to dictate terms on the threshold of Tokyo. The responsibility of a fruitless continuance of the carnage is like to rest more on St. Petersburg than on Tokyo. It is true that the chauvinists of Japan are under all sorts of delusions as to the pickle that Russia is in, and these fancies, fostered by a flattering Press, tend more to an increase of truculency than to a sensing of the uselessness and hopelessness of attempting a war à outrance. They believe that Russia's war-chest is displenished; that her harvests have failed, and that her financial credit is broken. Undoubtedly the war is taxing Russian resources to some extent. The wonderful stories of her bullion reserves to which we have been treated do not alter the very evident fact that roubles are growing scarce, that trade is at a standstill, and the poorer people suffering great distress. Much has also been made in Japan, and elsewhere, of Russia's domestic troubles, which undoubtedly exist; but all these things are not sufficient to stop the war. When the Tsar announces his determination to see the thing through, it is mad enough and bad enough; but not because the promise is too great for performance. The Russian taxpayer will feel the pinch later, but in the meantime Russia can find the means to continue the struggle indefinitely. As is usual in such circumstances, Russia also has been indulging in that form of self-deceit which is familiarly expressed in the saying about wishes being father to thoughts. All kinds of stories of Japanese rebellions, and impoverishments, have been circulated in Russia, and greedily swallowed, yet Japan is far less likely to cry "hold, enough," than Russia. Indeed, while humanitarians give Japan credit for willingness to make peace at any stage on terms which are believed by most people to be reasonable and right, it would be idle to expect that what might be vulgarly designated the "top dog" should show itself particularly anxious to cease worrying. Yet this, to some extent, has actually been the case. The enlightened, peace-loving, arbitration-inclined, rescript-writing friend of Mr. STREAD is the one who has continued to pray to the God of Battles, and to talk of fight-

ing to a finish. The supposed uncivilised, yellow, Asiatic emperor, whose levies have achieved the most notable results, and given him least cause for anxiety, is the only one so far to show concern on account of the sickening bloodshed. Mediation has been scouted by the Christian Emperor. It seems evident that the Russian ruler has no conception of Christianity's real meaning; and that he also lacks the common horse-sense to see that his ikon-bearing soldiers can never annihilate forty-seven millions of Japanese, all firmly convinced that their Emperor is right and his cause just. As a matter of fact, we are now approaching the point where it becomes evident, as we long ago foresaw, that the combatants have both bitten off more than they can chew.

No conceivable amount of Liaoyangs and Shahos is going to bring either side much "forrader." The only possible outcome appears to be mediation and arbitration. It is likely that Japan will not welcome it, because it would mean that she would have to release Corea from the clutch in which that country is now writhing. With Russia, it is a case of Scylla and Charybdis. Either way she stands to lose. In the now impossible event of a Russian victory, St. Petersburg would have to recede from her original aims and claims. China's integrity is safe from either; and China's clever action in throwing open several northern ports to international trade has barred for ever Russia's pristine lien on Manchuria. America has now a very important vote in the destiny of the disputed territory, and the present temper of America is against any ignoring of her *locus standi*. Russia's best line now is to welcome mediation, instead of so haughtily and foolishly scorning it. So doing, she may escape with a little, a very little, prestige remaining to her. Otherwise, her suicidal idea of fighting to a finish will leave her sans prestige altogether, and minus much that present discretion may save for her. The onlookers, sick of the deadly amok, will feel more disposed to deal gently with Russia come to her senses, than with Russia bent on a suicidal persistence in a mistaken course.

HONGKONG JOTTINGS.

31st October.

I have often thought what a pity it is that there is not a decent Museum in Hongkong. The collection in the City Hall dignified by that name is quite unworthy of a great Colony like this—I mean great in order of importance. I more than half suspect the prime reason for the insignificance of our local museum is the wretched manner and place wherein it now finds lodgment. It is no encouragement to owners of curiosities or collectors to donate or lend them to the Hongkong Museum, as they are promptly entombed in the dingy ground floor of the City Hall, where they are lost to sight if not memory. I think if Hongkong had a building, say as handsome as the Raffles Museum at Singapore, we should soon secure a large accession of interesting exhibits. Is there no local Cæsus who will bestow upon the Colony a Museum instead of a hospital, a school or a reformatory?

We shall be a gay and giddy community in the coming month. To begin with, we are to have a circus which expects to open next week; the following week is the Interport Cricket week, with its round of entertainments which, according to one enthusiastic member of the Cricket Club, includes the Government House Ball which is being held this year on the 15th instead of the 9th. When the Cricket week finishes the Amateur Dramatic Club will give six performances of "Dorothy," which will bring us down to the 28th of November. Finally there is the great ball to the glory and honour of St. Andrew.

A word to the D.P.W. The flight of stone steps opposite the Queen's Road entrance to the Hongkong and Shanghai Bank, and which leads to Battery Path and St. John's Cathedral, is much used and should be kept decent. The steps might be kept much cleaner, and the masonry front would be the better for a coat of paint or colourwash. At present it is allowed to be used as a hoarding for unsightly bills, which are posted there without let or hindrance, and such portion of the wall as is not thus concealed has a blotchy eruption from damp or mildew. Its conspicuous position, fronting the finest building in the Colony, alone ought to secure for it a little attention from the Public Works Department.

I wonder who has the privilege of paying for the gas which has been leaking from the mains in Conduit Road for nearly twelve months now. True, attempts have apparently been made to discover where the leakage occurs—at least I have noticed that the surface of the roadway has been scratched a few times—but the leakage remains as bad as ever. I do not suppose for a moment that the Gas Company is the sufferer. Perhaps the leakage represents so many thousand feet of gas in the annual bill for "public lighting." If so, the P.W.D. might give a little attention to the matter. It is not pleasant for those who use this road to be half choked with gas every time they pass by Clifton Gardens.

They tell me Time waits for no man, but at Hongkong yesterday Time was not asked to wait. He was asked to hustle, and men made him do twenty-three minutes odd in less than one second—another time record. The Colony adopted, as everybody knows now, the standard time of the whole China coast, which involved the putting on of the clocks 23 minutes and 18 seconds. It was a desirable change, and its advantages will become apparent before long. At present it is my pidgin to deal only with its temporary inconveniences.

As a lady said to me yesterday: "This is so sudden. Why didn't they start three weeks ago, and put the clocks on a minute each day? Then we wouldn't have noticed it so much." Which just shows, as the youngsters say, how little women understand things. There are real grievances, however. The result of the town clock being pushed on in the night is that, as I went to bed at the usual time on Saturday night, and the clock was put on early in the morning, I lost 23 minutes and 18 seconds of my sleep. That is bad for my health. I can never get those forty winks back again; and everybody knows that the turn-over snooze in the morning, just when we should be getting up, is more valuable than all the somnolent hours preceding it. Professor Huxley says that half an hour's sleep before breakfast repairs more tissue and restores more nerve force than three cups of such coffee as they give you in Hongkong.

BANYAN.

TRADE MARKS REGULATIONS.

On the 22nd October H.B.M.'s Consul-General at Shanghai received information from H.B.M.'s Minister that he had been instructed by his Government to approach the Chinese Government with a view to the postponement of the coming into force of the Trade Marks Regulations for six months.

On the 24th October the following letter was received from the Consul-General for Germany:—

Kaiserlich Deutsches General Konsulat für China.

Shanghai, 23rd October, 1904.

To the Chamber of Commerce.

W. D. LITTLE, Esq.

Dear Sir, Baron von Mumm, our Minister in Peking, requests me by telegram to inform you that he has received a dispatch from Prince Ching to the effect that the putting in force of the Trade Marks Act has been postponed until further notice.

Yours sincerely,

DOCTOR KNAPPE.

So far, says Mr. Cubitt, the secretary to the Shanghai Chamber of Commerce, no advices, confirming the above, have been received by the Chamber from other Consulates.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on the 3rd inst. the members present being:—

HIS EXCELLENCY THE GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.

HON. MAJOR-GENERAL VILLIERS-HATTON, B. (General Officer Commanding the Troops).

Hon. F. H. MAY, C.M.G. (Colonial Secretary).

Hon. E. H. SHARP, K.C. (Attorney-General).

Hon. L. A. M. JOHNSTON (Colonial Treasurer).

Hon. A. W. BREWIN (Registrar-General).

Hon. Captain L. A. W. BARNES-LAWRENCE R.N. (Harbour Master).

Hon. P. N. H. JONES (Director of Public Works).

Hon. Dr. HO KAI, C.M.G.

Hon. WEI A. YUK.

Hon. GERSHOM STEWART.

Hon. W. J. GRESSON.

Mr. S. B. C. ROSS (Clerk of Councils).

THE TREE-FELLING OPERATIONS.

Hon. GERSHOM STEWART asked the following questions standing on the paper in the name of the Hon. R. SHEWAN, who was absent owing to illness:—

How has the contract for felling trees and carrying away the wood been let? Is it for a lump sum or per picul? If by the picul, is the weight being supervised and checked, and if so, by whom? Why were not public tenders invited for it?

The COLONIAL SECRETARY replied:—(1) In two ways, in the first, payments are made in an indefinite number of small instalments as the trees are selected and marked for felling by the Forest Officers. About two-thirds of the estimated annual output are being sold in this way. In the second a total prearranged sum is paid for all the mature trees in one block. About one-third of the estimated year's fellings have been disposed of thus. (2) The timber is not sold by the picul but by superficial measurements. The measurements are made and supervised by Forest Officers and checked by the Superintendent of the Botanical and Afforestation Department. (3) Tenders were publicly invited in Government Notification No. 60 (29th Jan. 1904), *Government Gazette*, 1904, page 110. Two contracts were subsequently let without calling for tender, as the first contractor could not handle the whole of the work.

BUOYS AND LIGHTS.

Hon. GERSHOM STEWART, on behalf of the Hon. Robert Shewan, gave notice of the following questions:—

With regard to Buoys and Lights, will the Government take into consideration the advisability of having the present fairway marked at night by automatic light buoys? Are not the present two small white lights in the Capsicum Pass inadequate? If they are, what steps have the Government taken to replace them by better?

THE NEW PEAK TRAMWAY SCHEME.

Hon. Sir C. P. CHATER moved the second reading of the Bill entitled An Ordinance for authorizing the construction of a Tramway within the Colony of Hongkong, and in doing so said: I would state that as the title implies, it is for the purpose of obtaining powers to construct a second tramway to give access to the higher levels. It is not designed to come into competition with the present Peak tramway, but it is intended to give facilities for ready access to districts at present dependent solely upon sedan chairs, and will take an entirely different route to that followed by the existing tramway. The lower terminus will be near the end of Battery Pathway at its junction with Queen's Road. Thence it will reach Upper Albert Road, which is a continuation of Caine Road, and climbing upward will tap Robinson Road from that level ascending the eastern side of Glenealy ravine, it will pass Queen's Gardens. From thence a connecting path with the Conduit Road will give access to that new residential district. From that point it will climb the slopes to Victoria Cap, where it is proposed to make the upper terminus. There will be stations for Upper Albert, Robinson, Conduit and the Peak Roads en route, and the promoter contends that will prove a great convenience to the residents on these levels.

It will be constructed, as far as possible to have one grade throughout, and the cars and machinery will alike be of the newest type. The promoter proposes to offer the shares of the Company to the public, but if not taken up by them, he is prepared to finance the work himself. This being a private bill, has to be introduced by an unofficial member, and has been entrusted to me for the purpose. The particulars just stated were supplied to me by the promoter, but I would like now, with Your Excellency's permission, to give my opinion on the project. I feel strongly that it is calculated to prove a public benefit, and for the following among other reasons. When the existing Peak tramway was constructed it supplied a great want, but did not immediately secure a large traffic. It created it, however, by degrees by giving access to a district in which a population soon gathered in consequence. A similar result will, I am confident, follow the construction of the proposed new line. At one time Caine Road was the principal residential European quarter, but the Chinese are gradually finding their way up to that level and the Europeans have to climb further. To these higher levels in the centre of the city there is, I submit, only indifferent means of access. The residents there are absolutely dependent on the caprices of the chair coolie, and this useful servant has of late years proved very exacting and fickle. The new line will relieve the residents on all the upper levels in the central districts from that dependence and will also render accessible other sites, perhaps on a higher level yet. There is, Sir, ample room for this new enterprise, and looking a little into futurity I venture to prophesy that it will some time be followed by a third tramway giving direct access to the Magazine Gap district, and a fourth starting from the Queen's Road West tapping Bonham Road, Upper Robinson Road and running up to the new road lately made to go round High West. I have faith in the development of the Colony, and I do not hesitate to predict that the proposed new line will not only make for itself a large and remunerative traffic, but that it will do so without injury to the existing line. With these remarks, Sir, I beg to propose the second reading of this bill.

HON. GERSHOM STEWART—I have been asked to second the second reading of this Bill, and I do so with pleasure. I take the earliest opportunity of saying, as I have already stated to the lawyers who are acting for the promoters, that my support is given firstly and chiefly to the principle of the Bill. In matters of detail I have an open mind, and I by no means assert that the 128 clauses in this lengthy Bill are all perfect and incapable of improvement. I reserve to myself the right of accepting and if need be of advocating any alteration which may appear after due consideration to improve the measure. I have no interest in either the old tram or the new, except as one of the travelling public. I advocate the construction of the new line because I look upon any increase of mechanical transport as a public boon. Two of the greatest difficulties we have to contend with in this colony are the climate and the question of transport. The mountainous nature of the Island makes assistance to locomotion very desirable at any time. The climate for nine months of the year makes it for nearly all of us an imperative necessity. We are too much dependent upon our chair coolies, and they, knowing their value, make what they can out of our necessities; they are perfectly right in doing so, for theirs is a most arduous calling; but at the same time we should be entirely foolish if we did not endeavour by every means in our power to do what we can to take their yoke off our neck. It is commonly supposed that the yoke is always on the neck of the coolie, but an ordinary householder who has many coolies to provide finds that he also has a heavy burden to bear. The whole of the residents of Caine Road, Robinson Road, Conduit Road and Queen's Gardens will be benefited by this tram, and if a family can save \$20 or \$30 a month it will be a very acceptable saving. It would go far towards helping a man to educate one of his children. In advocating the new line I by no means forget the debt we all owe to the old Company. This Company has done its work right well, and after surviving great difficulties during the early years of its existence has now emerged

into an atmosphere of prosperity. It has carried us all with safety, regularity, and civility for many years, and we all owe a great deal to the old Company. It would be no ultimate good to the general public if the new Company by being permitted to come to the Queen's Road and plant its terminus at the door of the old Company at the Peak were to obtain such an advantage as to enable it to wreck the old company. In a few years we would be worse off than ever, for the tendency of the traffic is to increase all the time. I fully believe that the Government would be doing what the community will cordially endorse if they meet in a sympathetic spirit any application they may receive from the old Company for privileges to meet on fair grounds the new competition. If the Government were to allow the old company to come to the Queen's Road it would probably solve that difficulty, and is a concession which justice and public convenience seem plainly to call for. If that is impossible, I think it only fair that we should protect the pioneer Company from being invaded at Victoria Gap. A terminus at the umbrella seat on the west side of Mount Austin Barracks would give the new company the whole of the Conduit Road, Robinson Road, and Queen's Gardens district, and the monopoly of the western half of the Peak, which under the circumstances seems a fair division. That the old company did not at the time of its formation make a stipulation that no opposition line should be placed alongside of it for say 25 years (which it might have obtained) is a matter which commends it to our consideration at the present juncture. It should not now suffer for its forbearance then. It seems probable that in the ultimate adjustment of the various interests involved the War Department will have a considerable say. It is comforting to know that we have a progressive and liberal-minded General Officer Commanding, who will, I am sure, help things along as far as possible, provided that military efficiency is not interfered with. The Government will, I hope, be able to steer a middle course between undue protection of a vested interest and doing anything to deter other investors from undertaking a new and desirable enterprise. Were this question debated at home, it is possible that both companies would be represented by an array of counsel, and the money of the shareholders be diverted largely into the hands of the lawyers. In leaving the matter in the hands of the Government (for it depends on the official vote whether this Bill goes through or not) both Companies have shown wisdom, for the Government accept a responsibility which, I am sure, they will discharge for the best of the public interest, which is to have both tramways running in an efficient and contented spirit. Before we go into Committee on this Bill it would help us to know whether the old company has applied for increased facilities, and if so whether their application has met or is likely to meet with favourable consideration.

H.E. THE GOVERNOR:—I will inform the hon. member who seconded the motion that the old company has asked to be allowed to extend their line through Crown land to the Queen's Road, and their request is under consideration. I would also point out to him that though the old company's rights are peculiarly affected they have not petitioned to be heard by this Council in connection with the new Bill.

THE ATTORNEY-GENERAL:—I beg to move, in view of the voluminous nature of this Bill, and in view of the many legal technical points which will arise for consideration when the clauses are gone through, that the Bill be referred to the Law Committee.

THE COLONIAL SECRETARY seconded.

The motion was agreed to.

THE IMBECILE PERSONS BILL.

HON. ATTORNEY-GENERAL moved the third reading of the Bill entitled An Ordinance to amend the Imbecile Persons Introduction Ordinance, 1903.

THE COLONIAL SECRETARY:—In seconding the motion for the third reading of this Bill, I would like, Sir, to remind the Council that on the third reading being proposed at the last meeting of this Council the hon. member for the Chamber of Commerce dissented, and you, Sir, thereupon postponed the third reading of the Bill. The ground upon which the hon. member dissented was that Chinese imbeciles

were excluded from the operation of the Bill, and you, Sir, explained at the time that this was done to meet the views of the Chamber of Commerce. Since that meeting, by your Excellency's direction, I addressed a letter to the Chamber of Commerce in which I reminded them of the representation received from their former representative, Mr. H. E. Pollock, in which the Government were urged to exclude Chinese imbeciles from the operation of this Bill. I also drew their attention to the fact that the third reading of the Bill had been postponed owing to the opposition of their representative present in this Council, and I asked them what their wishes in this matter now were. In reply I received a communication this afternoon from the Chamber of Commerce in which they state that Mr. Pollock had acted on their instructions in endeavouring to obtain the exclusion of Chinese imbeciles from the Bill, and that the Chamber still adhered to that view of the matter.

The Bill was passed.

THE CHURCH BILL.

HON. ATTORNEY-GENERAL moved the third reading of the Bill entitled An Ordinance to enable "The Trustees of Saint John's Cathedral Church in Hongkong" to hold and deal with property for the purpose of promoting the work of the Church of England in Hongkong and China.

THE COLONIAL SECRETARY seconded and the Bill was passed.

The Council then adjourned *sine die*.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding.

A HOUSE ALLOWANCE.

The Governor recommended the Council to vote a sum of \$448.41 for house allowance from 2nd September, 1903, to 25th October, 1904, to the Assistant Surgeon acting as Medical Officer of Victoria Gaol during the absence, on leave of the substantive holder of the post.

The vote was agreed to.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on the 1st inst. in the Board Room. Dr. J. M. Atkinson presided, and there were also present Hon. A. W. Brewin, Mr. E. A. Hewett, Mr. A. Rumjahn, Dr. P. Barnett, Mr. Lau Chu Pak, Mr. Fung Wa Chun, Hon. P. N. H. Jones, Col. W. F. Webb, Mr. H. E. Pollock, Dr. Macfarlane, and Mr. T. H. Hamner (secretary). The minutes of the last meeting were confirmed.

MINUTE BY DR. BARNETT.

Dr. Barnett in a minute recommended that a urinal be placed at the junction of Peak and Albany Roads. Complaints had been received of a bad smell in the neighbourhood. A number of coolies congregated in the locality. He had consulted with Dr. Pearse, and they both agreed that it would be well to build an iron stall urinal. He did not think any nuisance would be caused if there was a constant flow of water, and if a few shrubs were planted round such a structure in the open space at the junction. The Director of Public Works was of opinion that no constant supply could be obtained from a nullah. He suggested that the place be supplied from the mains, and locked up during the dry season.

The report is to be left on the table until the matter has been referred to the police, when if not remedied same can be brought up again.

DEFECTIVE DRAINAGE.

Correspondence was read from Mr. Rumjahn relative to the drainage of Nos. 58, 60 and 62 Queen's Road Central.

Dr. ATKINSON moved that the owner replace the drain with an iron pipe.

Mr. RUMJAHN—Having in view that the Sanitary Surveyor had no practical experience with regard to drains, and having been on a sub-committee of the drainage system, I have discovered together with other members, not less than four systems of drainage to be defective and in contravention to the Ordinance. The contention is that had we been provided with a thoroughly competent officer, many things that have seen light to-day

would not have occurred. If the Colony is provided with an officer who lacks ability to detect any defect in drains, the Colony might run great risk of outbreaks of diseases.

Mr. POLLOCK took it from what was said, there was nothing to show that the Sanitary Surveyor Mr. Rumjahn referred to had anything to do in the passing of these particular drains. He had much pleasure in seconding Dr. Atkinson's motion, which was carried.

THE VERANDAH QUESTION.

An application was made under Section 139 of the Public Health and Buildings Ordinance 1903, for permission to enclose the side of verandah to house No. 408, Des Vaux Road West. There was a minute by the Director of Public Works to the effect that the application be refused, as permits to erect verandahs were not given with the intention of the verandahs being used as rooms.

Mr. POLLOCK considered that permission should be given to enclose the end of the verandah.

MORTALITY STATISTICS.

The mortality statistics for the week ended the 15th October were laid on the table. It shows the following figures. At a death rate per 1,000 per annum:—

British and Foreign Community, 15.4. Same week last year, 20.6.

Chinese Community, 22.1. Same week last year, 18.8.

SURVEYOR'S QUARTERLY REPORT.

Mr. H. T. Jackman, sanitary surveyor, gave the following report for the third quarter of the present year:—

Plans have been deposited and passed for the drainage of 54 houses; plans for 211 houses were carried forward from 1903, and 151 from the first and second quarters of 1904, making a total of 416 in hand during the year.

The drains of 124 houses have been completed and 28 cancelled during the year, leaving 264 to carry forward.

Notices for repairs or alterations to the drains of 90 houses have been received during the quarter; 58 were carried forward from 1903 and 120 from the first and second quarters, making a total of 272 in hand during the year. Of these 116 have been completed and three cancelled, leaving 53 to carry forward.

Certificates have been granted to 11 houses that they have been built in accordance with the provisions of the Ordinance.

The drains of 34 buildings have been inspected and reported on as defective. Of this number 19 require reconstructing and 15 repairing. Notices have been served calling upon the owners to execute the necessary work.

In addition to the above, 3,865 houses have been inspected by the Drainage Inspector with the result that 546 drainage nuisances have been discovered. Notices have been served in each case on the owner or occupier, to abate the nuisance.

Twenty-two nuisances have been reported to the M. O. H. and 60 to the Hon. D. P. W. to be dealt with by them.

One hundred choked drain traps on private property have been cleansed by the Drainage Inspectors.

RATS.

The rat return was laid on the table. During the week ended the 31st ult. 345 rats (including four plague-infected rats) were caught at Hongkong, and 257 (including two plague-infected rats) at Kowloon.

According to a Tokyo dispatch, now that the contract of Mr. Megata as the Financial Adviser to the Korean Government has been signed, the Japanese Government will make the protectorate of Korea an accomplished fact first of all in the financial administration and by means of the curtailment of the army expenditure, while the total abolition of expenditure of Korean Legations abroad will be immediately carried out. In other words, says the *Kobe Chronicle*, the Japanese Army will be quite sufficient for Korea, and Japanese diplomats are considered very well able to look after Korean interests. If true, this means that Korean "independence" is at an end. Hitherto the statement that the Korean Legations were to be abolished has been positively denied in Tokyo.

SUPREME COURT.

Friday 28th October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(PUISNE JUDGE.)

SMALL DEBT ACTION

Man Chien Tong sued Fat Shing Tak Kee on a claim for \$90, being the balance due for goods sold and delivered to the defendant by the plaintiff.

Mr. F. X. d'Almada e Castro appeared for the plaintiff.

Judgment was given for the plaintiff with costs.

Thursday, 3rd November.

IN BANKRUPTCY

BEFORE SIR H. S. BERKELEY
(CHIEF JUSTICE.)

RE A. M. C. DA SILVA.

Andre Maria Carneiro da Silva, of No. 40, Elgin Street, clerk, appeared for public examination in bankruptcy.

Mr. Bruce Shepherd (Official Receiver) conducted the examination.

Debtor said he was formerly a clerk in the Post Office. He retired on a pension of \$50 about ten years ago. Before being pensioned he borrowed money from Indian money lenders, owing to sickness in his family. The creditors began to press in 1894. He filed a petition in bankruptcy in 1900. Some of his creditors sued him. He had monies besides his pension, and he promised to pay the creditors 50 per cent., paying \$50 a month. He owed altogether about \$4,000. He had borrowed money from his sister, which he had never been able to pay. His sister withdrew her claim so that he might be able to clear himself from debt, paying 50 per cent. of what he owed to the other creditors. The creditors agreed to this.

The examination being concluded the Chief Justice offered no objection to a composition. The settlement, however, is postponed till after a further meeting of creditors.

RE CHINESE THEATRES.

The affairs of the Tung Kee Firm, lately of the Colony, doing business at the Tsung Hing Theatre, at Po Hing Fong in the Colony, as theatre lessees, were the subject of examination.

Mr. Bruce Shepherd examined Hong Cheung Yim, described as a partner in the Tung Kee Firm. The man said he was a theatrical manager, and got companies down from Canton to play at the Tsung Hing Theatre, at intervals from July last year to August this year. Before then he had a silk shop at Canton.

Mr. Bruce Shepherd—Are you not proprietor of the Koo Shing Theatre?—No, I attend to matters for the proprietor.

Do you still manage the business at the Koo Shing Theatre?—Yes. I retained my position there when I took out a four years' lease of the Tsung Hing Theatre at \$1,250 per month.

Did you close your theatre so that the Koo Shing Theatre should do better business?—No.

Who carries on the Koo Shing Theatre?—The Wing Kee Firm.

Are you not a partner in the Wing Kee Firm?—No, I have no interest in the Wing Kee Firm, which is the same as the Koo Shing Theatre.

Who leased the Tsung Hing Theatre to you?—Ho Lok Law.

Why did you close the Tsung Hing Theatre?—Because I was losing money there.

Was it because the rent was too dear?—The rent was dear, but my doing poor business was principally due to the 'ai Ping Theatre starting in opposition.

Who were your partners in the Tsung Hing Theatre?—Chan Wok Shan.

How much did you put into the business?—\$6,000.

And the other?—\$2,000. Has your partner no money? No, he only works.

Where?—At Dodwell & Co.

Did you give a deposit to Mr. Ho on account of the lease?—Yes, \$10,000.

Out of a capital of \$8,000! Where did you get the money from?—Borrowed it from friends. \$2,000 in one lot and Tls. 3,000 in another.

Nearly \$17,000 altogether?—No, not so much, but including \$5,000 rent it comes to that.

Have you paid your friends yet?—No.

What is the debt of the estate?—\$34,383.

The lease was lately determined, when I agreed still to pay the rent for four years.

Is that not a very stupid contract to make?—I was advised by a solicitor.

What solicitor?—Mr. Deacon. He was employed by Mr. Ho, the lessor.

Did you not have a separate solicitor to advise you?—No.

Simply signed what they told you?—Yes. How did you expect to repay the money?—I have no money now.

Mr. G. K. Hall Brutton, solicitor, asked that the man be adjudged bankrupt.

There were no objections.

His Lordship made out the order, and the Official Receiver was appointed trustee.

RE CHOW YUEN.

Chow Yuen, lately residing at No. 171, Police Station Street, Mongkok, in the Colony, contractor, was examined. He said he had a boarding house for travellers. He was sent to prison for debt, and some friends were carrying on the business. They were not, however, carrying it on for him. He had also been a coolie contractor, supplying coolies for South Africa. He had contracted with Messrs. Butterfield and Swire for the last shipment of coolies, but had lost heavily on it. The vessel arrived late, and the coolies were left on his hands a long time.

Mr. Bruce Shepherd—Well, then, they broke the contract as to when the ship should arrive?—Yes.

Did they not compensate you?—Yes, they paid me about half.

Why not, in full?—They gave me a few thousand dollars and the matter was ended.

What was your claim?—\$20 per passenger, and there were 1,700 of them. They only gave me \$7,600. The agreement was that if the ship was late they should pay me \$20 a head, and if I failed to supply the men, I should be fined \$20 each for all that were not forthcoming. Altogether, I was to be paid \$62 per man, including food, clothing, etc. Seventenths of the men ran away after eating up all the food. I only sent 500 men, whereas I should have sent 1,700. Messrs. Butterfield only gave me half of what I asked for.

But what right have you to settle with them to lose your creditor's money? You are still in prison for debt?—Yes. I owe the compradore of Messrs. Butterfield and Swire \$6,000, and he holds a mortgage on my property.

Mr. Bruce Shepherd—It appears, My Lord, from what he says that Messrs. Butterfield and Swire have stuck to the \$6,000 besides only paying half what they should.

His Lordship—That may or may not be so. Witness continuing, said he paid the Kwong Kung Wo Rice Shop in full, though they sued him for \$1,800 because of extra provisions required on account of the delay.

Mr. Bruce Shepherd—You got compensation for the delay, and did not pay anything to the other man who was also delayed?—I lost \$12,000.

Mr. O. D. Thomson, solicitor, asked that the man be adjudged a bankrupt.

There being no objection raised, His Lordship assented.

Mr. Thomson—The man has been in gaol since the 30th August. He has been very unfortunate, and it would be simply punishment to keep him there longer.

Mr. Otto Kong Sing opposed this. He understood that the man had money on the date of judgment and property in the New Territory.

His Lordship decided to release the man, saying if what Mr. Otto Kong Sing said were correct they could proceed against him.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(ACTING PUISNE JUDGE.)

CHAN PO SUN v. CHAN LAI NG.

Chan Po Sun sought to recover \$310 from Chan Lai Ng, due in respect of the share of the Chan I Yik Tong in the Man Tung rice shop.

Judgment was given for the plaintiff.

MARINE MAGISTRATE'S COURT.

Monday, 31st October.

BEFORE HON. CAPT. L. BARNES-LAWRENCE,
R.N. (MARINE MAGISTRATE).

A HUNGRY CREW.

An enquiry was held into the circumstances of a case of alleged gross neglect of duty by a coxswain and engineer of a steam launch "8 K." in the waters of the Colony on the 26th October.

S. Smith, boatswain in charge of the floating stock of the Hongkong and Whampoa Dock Co., said that on that day he sent the launch to the Cosmopolitan Docks, and to proceed from thence to Deep Water Bay. The defendants proceeded on this duty, and on return anchored at Aberdeen, remaining there some time. The defendant and crew all landed, lowering the boat, and left the launch without anyone on board. The launch was absent so long that the complainant took another launch to look for it. He found it in the fairway, and the coxswain informed him that they landed for "chow." This was unnecessary, as the launch was provided with cooking utensils. The coxswain had orders that whenever going to Deep Water Bay he must proceed outside Aberdeen. Complainant had been with him several times to show him the route he should have taken.

T. Hand, superintendent of Aberdeen Dock, said he noticed the launch made fast to the Dock Buoy about 11.30 a.m. on the 26th. Knowing she had no business there he boarded her. He found nobody on board except a small boy; and he was not one of the crew. He ordered the whistle to be blown to attract the crew, but nobody responded. He then landed. At 1.30 p.m. he noticed the crew go off in the boat. They cast off the slip rope and left.

The coxswain said he was without a cook; they landed because they were hungry.

Both defendants had their certificates suspended for three months.

CANTON.

[FROM OUR CORRESPONDENT.]

CANTON-FATSHAN RAILWAY TROUBLES.

The committee of the five charitable institutions or hospitals have of late been very busy. They, together with the gentry and merchants which meant to represent the whole population of Canton, have called meeting after meeting to discuss upon the best plan of taking over the Canton and Fatshan railway. Their "grievance" was a large one, and formed the subject of animated discussion. They say that Chinese were murdered and otherwise ill treated by the American employees of the railway, and that if the railway continues to be under the management of foreigners there will soon be riot and disturbance, and as the Chinese hold a majority of shares they ought to take it under their control. They have forwarded their complaint to the Waiwupu, to the Viceroy, and to the officials of various prefectures and districts to request their help and co-operation.

RUMOURS OF RIOT.

During the last week or two there was a rumour that there was to be a revolt in Canton, owing to the case of murder by four American sailors of a ship's comrade. The populace was not at all satisfied with the inquiry. The meeting was held in the Temple of Longevity and attended by over a thousand people. Not being satisfied the mind of the populace became more and more excited by the wild rumours published by the native newspapers here to the effect that bands of Triad Society men and rebels had descended from Kwangsi to Kwangtung and attacked, robbed, and set fire to the villages in the districts of Hoi Kün, Fung Chün, in the prefecture of Sew Hing, and Sz-Ui in Kwong Ning; that the villagers were so afraid that they had run away to Sam Shui and Sai Nam, and Canton; and that the officials here had despatched gunboats and soldiers to suppress the rebellion. The fact seems to be that it was a clan fight between Teins and Chiks. The mandarins sent soldiers to suppress the disturbance, and some soldiers being killed the people got frightened and ran away.

CHINO-PORTUGUESE RAILWAY AGREEMENT SIGNED.

I learn from native sources that the agreement between Portugal and China for the construction of the Macao and Canton railway has been signed in Shanghai; that the capital is to be four millions of taels, half of which shall be taken up by the Chinese merchants Lum and Chan, and the rest to be offered to the public. The management to be between Portugal and China.

MACAO'S RICE SUPPLY.

The five charitable institutions or hospitals are opposing the export of rice from Canton to Macao, and in their petition to the Provincial Governor say that they learn from newspapers that the Portuguese Minister in Peking has got an Imperial permission from the Waiwupu to export from 300,000 to 500,000 sheks of rice to Macao yearly, one shek being equal to 120 catties; that on learning such news the people here are very much alarmed, for they fear that the rice in Canton is not enough for their consumption; that they have to rely upon the supply from Annam, Siam, Wuhu, Chinkiang, Shanghai, and Kwangsi; that ever since the Portuguese settled in Macao they have never been short of rice, but have surplus enough to export to California and San Francisco, therefore it is not necessary to obtain any supply from the interior of China; that if the permission be granted some vicious merchants might avail themselves of this opportunity to make profit by the export of rice to foreign countries so as to raise the price of rice in Canton; and that if Portugal is allowed such privilege the other nations might do the same, and Canton will in course of time suffer from the danger of famine, which might bring about a revolution. They beg of the Provincial Governor to telegraph to Peking to stop such license.

CANTON TREASURY EMPTY.

The Viceroy Shun Chou Hun is at present in the district of Kwai Lin, and in the course of ten days or a fortnight he will go to Wuchow to transact some important business. All the money in the Government Treasury of Canton being expended to pay war expenses in Kwangsi, His Excellency has, through the Sin How Kuk, or Bureau of Reorganization, succeeded in raising a loan of 200,000 taels from the gambling farmers, besides the licence fees for three months in advance.

[FROM THE "CHUNG NGOI SAN PO"]

THE CANTON-HANKOW RAILWAY.

The gentry and merchants of Canton are now trying hard to recover the rights and privilege for the construction of the Canton and Hankow railway. Six meetings have been held in the different charitable institutions and in the Cheung Shan Monastery to discuss the matter. A working committee composed of about a dozen leading merchants and influential people has been appointed. A large number of letters have been received from merchants and gentry of every quarter in the province of Kwangtung promising their assistance. Letters have also been received from Viceroy Chag Chih Tung and Sham Chun-Hun and other Canton officers in Peking, promising them their help and encouraging them to work on promptly and assiduously. They were greatly disappointed when they heard a rumour that another American syndicate would take over the work, but hope soon revived when they discovered upon making inquiries that the rumour was without foundation.

MACAO'S RICE SUPPLY.

A meeting was held some days ago in a charitable institution for the purpose of asking the Governor to refuse the application of exporting rice to Macao. There were present several dozens of merchants and gentry. It is reported that some days ago the Portuguese Minister in Peking despatched to the Board of Foreign Affairs asking to allow 300,000 or 500,000 "shek" of rice to be shipped to Macao annually for the consumption of the people there. They said that the price of rice is still very high, though the two rice crops have been reported favourable this year, for the rice produced in Kwangtung province is not sufficient to feed its own people, and a great quantity is required to be imported from other places annually. Many fields in the province of Kwangtung have

been laid waste for fear of the robbers who demand blackmail from the farmers, or reap the harvest themselves. (On account of the rebellion no rice is now imported from Kwangsi, from which Canton generally draw its supply. Moreover, they said, Macao has not hitherto imported rice from Canton. If rice is allowed to be exported from Canton the price of the article will become higher than ever, for the holders will be firm, however large a quantity is imported.)

INQUEST.

RE AH TAI AND ANOTHER, DECEASED.

Mr. F. A. Hazeland, coroner, held an enquiry concerning the death of two Chinese, who were killed by the fall of a piece of "eaves-gutter" in Queen's Road Central on the 15th ult. The following jury was empanelled.—Messrs. William Turner, Christopher Boswell Thomas, and Ernest Oscar Rudolph Walgrave.

Dr. John Bell, Superintendent of Government Civil Hospital, gave evidence as follows:—On the 14th October a Chinese boy named Ah Tai was admitted into Hospital in a dying condition. He had a severe fracture on the top of the head a little to the left. He died two hours after from shock. The cause of his death was fracture of the skull.

William Hunter, deposed:—I am medical officer in charge of post-mortem examinations. On the 15th October I examined the body of an unknown Chinese male aged about 25, which was identified in my presence by P.C. No. 74. The cause of death was fracture of the skull.

Walter William Cooper deposed:—I am P.C. No. 74. On the 14th October at eight minutes past four in the afternoon I was on duty in Queen's Road when my attention was called to a crowd. I went up and saw one man and one boy lying on the street and a piece of gutter piping lying in the side channel. The man was dead; the boy was still breathing. The man had his skull fractured and the boy's skull was also fractured. I took the boy to the hospital and the man was sent to the Mortuary.

John Smith said: I am an Inspector of Police and in charge of this inquiry. I have not been able to procure any witness who actually saw how the two deceased were struck.

William Thomas Edwards, deposed: I am a Building Inspector in the Public Works Department. In consequence of information received from the police on October 15th I went and visited No. 85, Queen's Road Central. I made an examination of the premises at about 11 a.m. and found that a portion of the eaves gutter had fallen. I did not see the portion, as it had been removed. The eaves gutter produced is probably the portion that had fallen. The eaves gutter was under the eaves of the roof of the balcony. I examined the balcony and found the woodwork to which the fallen portion had been attached had become rotten through the action of the wet. The exposed portion of the woodwork appeared to be in good condition. The joint between the back of the eaves gutter and the wood which was attached was covered by a wood fillet fixed underneath. I am of opinion that the rotten wood could not have been seen in any way. I have seen cases at home in which the wood has rotted in a similar way. Cases of this sort are quite common in England. I found the gutter had been partially filled with cement, which added considerably to the weight. I am of opinion that this is really an accident that could not have been foreseen.

In reply to a question from a Jurymen, Mr. Edwards stated that there were no brackets supporting the gutter in a large number of houses built prior to the present Building Ordinance. Under the present Building Ordinance brackets are required to be inserted.

Replying to a further question, Mr. Edwards stated that there was no law prohibiting these eaves being filled with cement.

To His Worship: I am of opinion that the house is from fifteen to twenty years old.

The agent of the house stated that he did not know there was any cement in the gutter. The house was about 20 years old. He had been connected with the house for about two years.

The Jury without retiring brought in a verdict of death by accident; and added that the

fall of the spout must have been accelerated by the eaves gutter being filled with cement.

KOWLOON CRICKET CLUB.

A meeting of the Kowloon Cricket Club was held at the Seamen's Institute, Kowloon, on the 2nd inst. Dr. J. H. Swan presided, and a fair number of members were present. The meeting had been convened for the purpose of electing officers for the Club's first season, and passing the Rules.

THE RULES.

Mr. HAROLD AUSTIN (secretary pro tem) read the proposed rules, which were approved with slight amendments.

There was some discussion about a rule reading as follows:—All matters not specially provided for by these rules shall be left to the discretion of the general committee, whose decision shall be conclusive.

Mr. GOYNE STEVENS thought that this was not right. The committee should not be empowered to make rules as they liked.

Dr. SWAN said that small things cropped up, and it would be rather inconvenient to call a general meeting.

The matter was put to the meeting, with the result that Mr. Goyne Stevens carried his point. The rule was expunged.

THE OFFICERS.

Dr. SWAN was elected chairman (Applause).

There was some difficulty about electing the officers. Mr. Austen desired to propose them *en bloc*, but this was found unsatisfactory.

It was suggested that Mr. P. W. Goldring or Mr. Lightfoot be asked to take the post of ap'ain. A member, however, said that Mr. Goldring generally went away shooting on Saturdays.

Mr. LIGHTFOOT, of the Kowloon Docks, said it was no use asking anyone from the Kowloon Docks to accept such an office. It was quite uncertain as to when they could get away.

Mr. CLELLAND proposed that Dr. Swan be asked to be Captain and Chairman.

Dr. SWAN said he did not mind being Captain, but "Chairman" was not in his line. He was willing to be Captain if Mr. R. J. Macgowan accepted the post of Chairman. (Applause).

Mr. MACGOWAN said he was leaving the Colony shortly.

A Member—Well, until then.

Mr. MACGOWAN—No.

After some pressing Mr. Macgowan accepted the office and Dr. Swan was elected Captain.

Mr. Goyne Stevens was elected Hon. Secretary.

Mr. G. H. May was elected Hon. Treasurer.

Mr. H. M. Harrop was elected Vice-Captain.

The following general committee was elected:

Messrs. P. W. Goldring, Packham, Parkes and Lightfoot.

Mr. G. H. May thought that a Captain ought to be elected for the second eleven.

It was decided to leave this matter to the sub-committee, which will be elected by the committee.

THE GROUND.

It was mentioned that the Hon. P. N. Jones would receive a deputation, regarding the allotment to the Club of a piece of ground, next Friday. (Applause.)

THANKS.

Mr. GOYNE STEVENS proposed and Dr. SWAN seconded that Mr. E. O. Osborne be awarded a vote of thanks for the support he had given, and had promised to give the Club (Applause). Mr. MACGOWAN proposed a vote of thanks to Dr. Swan for the work he had done in connection with the formation of the Club; and a vote of thanks to Mr. H. C. Austen for the work he had done as Hon. Secretary of the Club pro tem. (Applause).

POLO.

A polo match was played at Causeway Bay on the 2nd inst. Several ladies were included amongst the spectators. The band of the Mahrattas played selections in the intervals. The teams were as follows:—

H.E. Sir Matthew Nathan.

Captain Nugent, R.A.

Mr. John Hastings.

Mr. H. T. Gedde.

Versus

H.R.H. Prince Adalbert of Prussia

Lient. W. G. Knox, R.N.

Lient. Viscount Kilburne, R.N.

Hon. F. H. May.

Commander Gaunt was umpire. The first "chukka" started off in lively manner and resulted in Mr. Hastings scoring two goals for the Governor's team. Two subs. were also recorded. Messrs. May, Knox and Kilburne scored one goal each for the Prince's team.

In the second "chukka" goals were being scored in quick succession and the players were continually covering the length of the ground. The scorers for the Governor's team were Mr. Hastings 3, Mr. Nugent 1, and Mr. Gedde 1 goal, whilst for the Prince's team Mr. May scored 2 goals, and one sub. was also scored.

Result: H.E. Sir Matthew Nathan's Team, G. G. S. 2; Prince Adalbert of Prussia's Team, G. G. S. 1.

THE BOXING CONTEST.

A boxing contest took place in the City Hall on the 2nd inst. for the welterweight championship of China, between Sam Newman and "Baby" Smith of the R. A.

Prior to this event of the evening Cohen and Marriot of the Dock Yard Police had a four round bout which terminated in a draw.

Franks and Armstrong, both of the H. M. S. *Vengeance*, stood up to each other for eight rounds and another draw was declared.

James Christie was acting Master of Ceremonies for the evening and acted as referee in these minor events, while in the final event W. Waters was referee and Mr. Logan timekeeper.

Both Newman and Smith appeared before the small audience in apparently the pink of condition, and in the first round Smith began with left leads on the head while Newman counted heavily on the body. Towards the end of the round Smith brought Newman to his knees, and on rising Newman beat his opponent to the ropes, the round ending about even.

In the second round there was much clinching and Newman was again beaten down, although he was getting home some solid rights. In the third, fourth and fifth rounds both combatants were showing signs of the punishment received and Newman had a decided tendency to clinch.

In the sixth round the referee warned Newman against clinching and cautioned Smith for hitting in clinch.

Smith's left leads were dealt heavily about Newman's head, during the next two rounds. Newman kept playing solidly on Smith's body. Clinching was again frequent in the eighth round and the referee cautioned the pair. The ninth round was a very willing one, and Newman had to be again cautioned for hitting below the belt. Smith was still bestowing solid left leads and Newman was apparently watching for a knockout blow, but he was again brought to his knees just as the going sounded the end of the eleventh round.

In the twelfth round Smith got a strong left home on Newman's jaw, bringing him again to the ground, where he stayed until counted out. Smith was therefore adjudged the victor.

ROUGH EXPERIENCES AT SEA.

Very bad weather is reported by arrivals from both north and west. The "Marty" s.s. *Hanoi* lost 400 pigs from exposure. The s.s. *Hulahan*, bound from Shanghai to Foochow with a cargo of bulk oil, found the weather so rough that she came on to Hongkong. She is a small vessel of about 400 tons. The s.s. *Hop Sang* was four days overdue when she arrived from Saigon with a cargo of rice. At times she was able to make only one-and-a-half knots against the heavy seas and strong N.E. wind. Two or three passengers on board had a bad time. The bad weather has now lasted for about four days. The extra heavy blow ought to soon exhaust itself.

A sea captain from the north reports that during the bad weather several steamers were seen steaming in the direction of Port Arthur. "It was the only chance they had of evading the Japanese torpedo-boats."

THE ORPHEUS SOCIETY'S CONCERT.

The old Chamber of Commerce room at the City Hall is not particularly large perhaps, but it was well packed on the 2nd inst. on the occasion of the first concert given by the Orpheus Society.

The programme opened with a part song (unaccompanied, as all the part songs were), Reay's "The Dawn of Day." The sopranos were Mesdames Murray Bain, Craddock, Hagen, Maitland, and Mitchell; the contraltos Mesdames Dealy, Gordon, and Peach; the tenors Messrs. Edwards, Parker, and White; and the basses, Messrs. Austin, Beavis, Craddock, Schmidt, and Terrill. The voices blended well, and were particularly sweet in the pianissimo passages.

Item number two was a quintet, Davidoff's. "Andante con moto from Clavier—quintet opus 40." The performers were Mr. P. C. Barlow (first violin) Mr. H. F. Hickman, (second) Miss Stilwell (viola) Mr. P. L. Miller (cello) and Mr. A. G. Ward (pianoforte). It was well played, even the most trying parts of a rather difficult piece; but the general effect was marred by the weakness of one of the violins.

Another part song followed, Smart's well known "Curfew." This "solemn and mournful" item seemed to put the performers more at home together, and an expressive rendition was managed.

Then Mrs. Gordon, for whose wonderful voice we have already expressed our admiration, sang Blumenthal's "Waly, waly, up the bank." This is one of Blumenthal's prettiest compositions, but it has not the range necessary to exhibit all this singer's power. In the final verse, however, we were able to recognise somewhat of Mrs. Gordon's splendid ability of attack, and the sweetness of her voice in the more trying transitions.

A glee followed, "When Allen-a-dale," by Pearsall. This was a very lively item, and its spirited rendering elicited much applause.

Now we had the pleasure of hearing Mr. W. E. Schmidt, a vocalist whose contributions to recent concerts we had somehow invariably missed. He sang "If thou wert blind," by Johnson, and fully justified the encomiums we had heard bestowed upon him. In this beautiful song, which should be oftener attempted by amateurs than it appears to be, Mr. Schmidt figured in splendid voice, his management of the slurs being most masterly. Responding to a well deserved encore, Mr. Schmidt sang "When in this dull world care should attack you," a lively little song in praise of wine, into which the balladist imported plenty of spirit.

The part song which followed, "The Silent Land" by Gaul, brought us to the interval. The second portion opened with "Good night, thou glorious sun," another of Smart's part songs, which sounded like a hymn. Davidoff's quintet, allegro molto, from Clavier—same opus as before—which followed, was a rather weak performance, the piano, as pianos too often do, appearing to think itself the whole show. It was certainly much more in evidence than the other instruments.

The third item was Hatton's "The Red Red Rose," which was perhaps the most pretty and pleasing part song of the concert.

Mrs. Maitland followed with a dainty song of German's, "Daffodils a-blowing," sung by a voice at once young, fresh, well trained, and with considerable power; but not gifted by Nature with the sweetest of tones. A very enjoyable item, however, and was encored, Mrs. Maitland obliging with "The Cuckoo."

Leslie's part song "Daylight is fading," accorded a different style of music once more. It was very acceptably rendered. A cello solo by Mr. P. L. Miller, "Romanze" by Goltermann, was followed by a song and chorus "Go bye-bye (Fredericks), which made an appropriate ending to a thoroughly enjoyable musical evening. The soloist in this item was Mr. G. H. Edwards, who acquitted himself with credit.

Music lovers should be grateful to Mr. A. G. Ward, the hard-working and able conductor; and to the committee, which consists of Messrs. Beavis, Edwards, and Ward.

CORRESPONDENCE.

THE STRONG MAN.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th October.

SIR.—Referring to the concluding portion of your leading article of this morning, I am sure that to the soberer section of your readers, and not least to Sir Matthew Nathan himself, this fulsome, eulogising, and familiarly "patting on the back" which His Excellency has to put up with from public men and the Press must be eminently distasteful, especially when odious and unnecessary comparisons are insinuated between our present Governor and his predecessor.

If Sir Matthew Nathan is the "Strong Man" he is reputed and we all believe him to be, Hongkong's citizens may well say, with all respect, that much is expected of him—much more, indeed, than from those who have been before him. He comes at the opportune moment in the history of the Colony's developments. The agitations of the community—yes, and the government—have reached their culminating point, and he has the means with a splendid revenue, albeit opium-swelled, to realise the best aspirations of the Colony—a revenue which some of his predecessors wished for in vain. Further, the community—on whose forebears some share of your criticisms must justly fall—are, happily, less lethargic. Others have sowed, and, in due time, we will not accord Sir Matthew the less praise because he has the good fortune to preside over our destinies at the harvesting.

T. B. X.

"STAR" FERRY CO.

As soon as the first new Hongkong and Kowloon Wharf and Godown Company's godown is completed, in about two months' time, the godown opposite the site for the new Kowloon ferry landing will be demolished, to make room for an extension of the new 100-foot road to the water's edge. Work on the new Kowloon ferry landing will also probably be commenced before the end of the year. The ferry landing at Hongkong, which was recently damaged by fire, is being repaired. New wings, roofing, etc., will be added to it as soon as the new landing on the Kowloon side is completed. The "Star" ferry have now five one-design double-ended steamers. The two most recent additions to the fleet, the *Morning Star* and *Evening Star*, have triple expansion engines.

NORTH-CHINA INSURANCE CO., LTD

The first ordinary general meeting of the shareholders of this company was held at Shanghai on October 25th. The following gentlemen were present:—Messrs. W. H. Poate (Chairman), J. N. Jameson, A. McLeod, W. D. Little, W. Meyerink (Directors), B. C. T. Gray (Secretary), W. H. Anderson, W. Nation, J. Stenhouse, H. A. J. Macray, J. M. Young, Qua Sang, C. S. Moore, and M. Wolff. The Secretary, Mr. B. C. T. Gray, read the notice convening the meeting.

The Chairman, Mr. W. H. Poate, said that the report and accounts having been in the shareholders' hands for some time would, with their permission, be taken as read. The business before the meeting was to pass the report and accounts, to approve of the declaration of the dividend and of the placing of a sum to the reserve fund. The accounts for 1903 had also to be closed and the directors and auditors had to be elected and their remuneration fixed. The favourable outturn of underwriting for 1903 enabled them to propose a considerable addition to the reserve fund, and this appeared to the directors to be of the utmost importance. It would be seen that while according to their last report the paid-up capital was £150,000 and the reserve fund £42,000, the position, if the directors' proposals were carried out, would be:—Paid-up capital £50,000 and reserve fund, about £100,000, a much more satisfactory state of affairs from the shareholders' point of view. Advice had been received that the final meeting of the old

Company would be held in London during December next, to receive the report of the liquidators, Messrs. D. Maclean and W. H. Dalgleish, and he felt sure the shareholders would desire to record their thanks to these gentlemen for service rendered. Before putting any resolution he would be glad to answer any questions.

There being no questions, the following resolutions were put to the meeting and carried unanimously:—

Proposed by the Chairman, seconded by Mr. W. D. Little:—That the report and accounts as now presented be accepted and passed.

Proposed by the Chairman, seconded by Mr. A. McLeod:—That a final share dividend of 4 per cent. on the 1903 paid-up capital and a bonus of 10 per cent. upon contributory premiums be distributed, both payable at the exchange of 2.6.3-16 per Tael; that Tls. 95,309.17 be carried to the credit of the Reserve Fund, raising that fund to Tls. 800,000, and that the balance be transferred to a liability Account, closing the account for 1903.

3. Proposed by Mr. J. M. Young, seconded by Mr. H. A. J. Macray:—That Messrs. W. H. Poate, J. N. Jameson, W. D. Little, G. A. Matthew, A. McLeod, and W. Meyerink be re-elected directors and that their remuneration be Tls. 4,000 per annum.

4. Proposed by Mr. J. Stenhouse, seconded by Mr. C. S. Moore:—That Messrs. G. R. Wingrove and H. W. G. Hayter be re-elected auditors and that their remuneration be at the rate of Tls. 200 per annum each.

This concluded the business, and the meeting closed with a vote of thanks to the directors, proposed by Mr. Macray.—*A.-C. Daily News.*

OUR VOLUNTEERS DISPERSE.

The Volunteer camp at Stonecutter's Island was struck at six o'clock on October 31st.

H.E. Sir Matthew Nathan, Major-General Villiers Hatton, the Commandant Royal Artillery, Major Chichester, Captain M. K. Hodgson, and Captain Smith were present at the firing on Saturday.

On the 30th October H.E. Major-General Villiers Hatton told the men he was very pleased with them. The shooting, he confessed, was not so good as he expected. He had seen the Volunteers do better work on previous occasions. In that respect, however, the Commandant of the Royal Artillery differed with him, and he was an expert. He read the report made by the Commandant of the Royal Artillery, who thought that the shooting was very fair. Conditions were against good shooting; the light, and the indistinctness of the targets militating against very successful results. Under the circumstances the Commandant of the Royal Artillery was well satisfied with the Corps. With reference to the Maxims, Major-General Hatton had very little to say. Some of the operators, one in particular, was at a loss to understand why his Maxim would not work properly, when very little was wrong with it. He thought some of the men hardly knew their work properly in that respect.

On Sunday night Major C. G. Pritchard expressed his appreciation of the conduct and work of the Corps while in camp. The camp was now concluding, but he was sorry. He would have liked to have continued it for a month or more, although possibly he would not care about getting out of bed at five o'clock every morning. The result of the shooting with the guns he considered to be very good, and he was glad to see that the Commandant of the Royal Artillery was of the same opinion, even although His Excellency Major-General Hatton thought it was hardly as good as he had seen. Still he was glad to hear Major-General Hatton speak in the strain he did; he was not a man to "butter" any Corps, and that was a good thing.

A very anti-Japanese war correspondent named MacHugh said to a Tientsin interviewer: "What sickened me more than even our bad treatment was a conversation I had with a high Japanese staff officer, who said that, when they had finished this war, and got back Manchuria and Saghalien, they then would turn their attention to the German encroachments in China, and the American occupation of the Philippines."

CROWN LAND SALE.

A piece of Crown land was sold by public auction on the 31st October. It is situated at Tokwawan, and registered as Kowloon Marine Lot No. 85. The contents in square feet are 140,000; annual rent, 804; upset price, \$21,000.

In the conditions of sale it is provided that the purchaser of the lot shall expend thereon a sum of not less than \$20,000 in rateable improvements within two years.

The lease was for 75 years, with the option of renewal for a further term of 75 years at a Crown rent to be fixed by His Majesty's Surveyor.

In the special conditions it is provided that the purchaser shall reclaim the whole area of the lot and the adjoining roads to such levels as may be approved by the Director of Public Works, and shall protect the reclaimed area with substantial sea wall or slopes to the satisfaction of the Director of Public Works. The purchaser will, subject to the written approval of the Director of Public Works, be permitted to remove earth from Crown land in the vicinity for the purpose of reclamation of the lot. The purchaser shall form a road 60 feet wide along the north-eastern and one 50 feet wide along the north-west boundary of the lot, and also fill in the strip coloured green on the sale plan to such level as may be approved by, and generally to the satisfaction of the Director of Public Works. Any rights as regards marine frontage shall extend only to the south-east frontage of the lot, which measures 400 feet in length. The purchaser shall make arrangements with the owners to alter the line of the existing quarrymen's pier to the north-east boundary and to rebuild same approximately as shown on the sale plan and to the satisfaction of the Director of Public Works. The north-east boundary of the lot to be 50 feet from the adjacent side of the pier when altered.

Messrs. J. J. Lysaught and S. Farrell purchased the lot for \$50 above the upset price there being no opposition.

It is understood that the sale was the outcome of a requisition made by Messrs. Lysaught and Farrell, whose intention is to erect extensive engineering works and build slipways for boats.

AH TUNG DIPS INTO HISTORY.

(Written for the "Daily Press.")

Ah Tung is a treasure. After numerous unsuccessful experiments, I have at last got a "boy" who knows his duties and has the minimum of faults. His name is Ah Tung. He has not always been a "bachelor's boy," but if, an open hand and a shut eye (to squeeze pidgin) will keep him one, I am determined to do so. His chief weakness, apart from his faulty calculation of small change, and his mania for buying Blanco every forty-eight hours, is loquacity. He shaves like a professional barber, and talks like a dozen. Some of his yarns seem worth printing. I'm afraid I haven't quite caught his own peculiar diction; but I have repeated it as nearly as I could remember.

"Masta," he opened fire the other morning, studding my shirt while I sipped my morning tea. "Cook he talkee my you pidgin b'long lity book. Spouse my tellee you one piecee blue stoly, all same book can do, you pay my cumshaw."

"Depends on the story, Ah Tung. More better you tellee my. Spouse he pukka, number one, my pay you twenty cents."

"My Fata he talkee my dis stoly, b'long nampa one, aw li. My tinkee mo' betta you pay fi'ty cents, no?"

"Maskee. My no wanchee."

Ah Tung (very hastily): Aw li. Twen cents can do. Las night, you go play Blidge. My savvy you no come back dis side two tlee mo'nin time. Aw li. My go Kowloon side chin-chin my Fata. He b'long plenty olo mau, plenty savvy. Befo'-time he no b'long bashlar boy, all same my. He cluk, lity pidgin, fank-wei hong. He larn-pidgin Hongkong side, one tim, masta selum hakcha, plenty go-down have got. By'mby my Fata no b'long chilo, catchee twen fi' dollah a mont', all same Potognee cluk. He catchee nampa wan job Amoy side, Dent's.

You savvy Dent's, masta? No got dis side, now. Befo'-time plenty big houso. 'My Fata he catchee one piece waifo, all same taipai. That-side he makee live big tanka, my tinkee fankwei talkee "receivin' ship." China fashion talkee 'tanka.' Dent office he b'long ausai, littee way cross watta. My Fata he talkee my one piecee gliffin come t'at side, belongey-name Mackellar. Ch' hoy! Dis Mackellar plenty hand-some, all-same missy, all-same littee sing-song, ho can makee bobbly. Fankwei oluka, Mackellar he fins, talkee Lady Mackellar, plantee laugh. Mackellar angly. No can talkee so fashion. He fins have got watta top-side. Bymby, my Fata he talkee my Mackellar catchee plenty sick. Takta, folleign takta he talkee Mackellar have makee catch smallpox; my Fata, all men, go shore side. Ten, wat-ting? Takta he fin' out "Lady" Mackellar b'long ploppa missy."

You mean the Doctor found out this clerk actually was a woman?

Hai! My Fata talkee my so fashion. He tinkee spouse Takta no look-see, no man savvy. What became of her? Did your father say?

Wailo! He b'long somet'ing yingjen talkee love fair - b'long folleign mandarin chilo—

makee lun after young man come China side from Yingling-side. Have look-see Canton-side, Shanghai-side, Hongkong-side, den Amoy. Makee finish dollah, catchee job taipan Dents. Wun piecee missionalee catchee lady-clothes, makee collection; sendee he home Yingling-side. Lodyay he taiyun, hai-yah! Makee lemepla olo-time stoly. You pay my twen' cents, masta?

Are you quite sure that's all true, Ah Tung?

Aw li. No fear. You no savvy sposum Chinaman talkee lie, he makee die chop-chop? No can talkee lie!

HILARY MORGHWITT.

THE BRITISH CHINA SQUADRON.

THE GROWTH OF INSUBORDINATION.

The *Naval and Military Record* of the 22nd ult. has the following leaderette:—There is an admixture of the good and bad in the news which we publish to-day from the China station. Vice-Admiral Sir Gerard Noel is apparently leaving nothing undone to promote a high standard of efficiency in everything that concerns the war training of the fleet, and his command has up to the present realised all that was predicted when his appointment to the China station was announced. On the other hand, it is regrettable to find that insubordination is more prevalent than usual in this fleet. We report to-day two courts-martial having been held on the station for the trial of five able seamen, three of whom refused to obey orders, whilst two were found guilty of the still far too prevalent and serious offence of striking superior officers. The increase of crime on the China station has, we understand, called forth some comment in the squadron as to whether the low standard of discipline which prevails in some ships has not exceeded the bounds of discretion. In other quarters there is a disposition to attribute the state of affairs to what a correspondent describes as "the now very indiscriminate method of rating petty officers, and the small amount of responsibility with which they are vested." There certainly seems to be a great difficulty experienced in some ships in getting men to obey orders with the promptness and decision which are so essential, alike for the well-being of the service and the interests of the personnel. To whatever cause the growth of insubordination on the China station may be ascribed, it calls for the adoption of measures which will act as a deterrent to others against committing serious breaches of the Naval Discipline Act.

MAN-O'-WAR'S BOAT ADRIFT.

Capt. Peters, of the s.s. *Hong Bee*, reports that in her voyage from Singapore to Hongkong he passed a man-o'-war's cutter in 18N. 113.32E. She was a black boat with a gold and yellow moulding. Nobody was in her. She looked like a British man-o'-war's, perhaps belonging to H.M.S. *Cressy*, but that is not certain. She probably by some means or other fell out of her davits, something having gone wrong with the patent automatically unhooking falls.

NEW HOSPITAL AT SHANGHAI.

Recording the formal opening, on October 26th, of the new building for St. Luke's Hospital at Shanghai, the *N.-C. Daily News* said:—There are six large rooms and fourteen smaller ones, containing altogether one hundred beds. The two operating rooms are fairly large, and are fitted with the most modern appliances recently received from the United States and England. Adjoining the hospital there is also a new building for the medical school. The native staff of the hospital consists at present of six trained nurses, and a house surgeon and physician, both of whom are graduates of the medical department of St. John's College, Jessfield. There is also a superintendent of the nurses.

It is significant of the wide interest taken in the institution that so many of the fittings and appurtenances have been presented to it by clubs or individuals. The commodious lift, for instance, bears the inscription, "Presented to St. Luke's Hospital by the Bottle Club of Philadelphia." The X-ray room is in memory of Edward Miller, and one bedroom has been furnished by the students of St. John's College, while the roof garden, where the patients may recuperate, is an excellent idea well carried out. It has been nicely furnished in loving memory of the Rev. J. P. Hubbard, who arrived in China in 1852. A huge dragon flag flutters on the breeze from this garden, and large bowls containing gold fish, so dear to the Chinese, show conspicuously among the other furnishings.

AUDACIOUS ROBBERY AT SHANGHAI.

The departure of Lieutenant-Colonel Chou, commandant of the Native City garrison, to the vicinity of Sungkiang, with land and naval detachments, to capture a large body of salt smugglers and gamblers who had previously ambushed and defeated a small squadron of native river gunboats that had been sent to disperse them, has already been reported. Apparently the departure of Lieut. Col. Chou from Shanghai was duly reported to the leaders of the desperate men near Sungkiang, says the *N.-C. Daily News*, for they took advantage of it to send a portion of their number "to create a diversion" in Shanghai city, by making a raid on Monday night on the residence of the Lieutenant-Colonel, while all the male members of the family were away. The result of the raid was the taking away of a large number of trunks containing furs and silk and satin clothing, as well as money and jewellery. Having bound and gagged their victims, the bandits with their plunder mounted the city walls, close by the residence, and choosing the south-western part where it was in a tumble-down condition, they climbed down and were far away before the military patrols from the barracks not far off the scene of the robbery could get anywhere near the place.

MURDEROUS ATTACK ON AN ENGLISHMAN.

CHINESE BRIGANDS IN THE NEW TERRITORY.

Mr. J. G. M. Carter, an officer attached to the Outdoor staff of the Chinese Imperial Maritime Customs, was murderously attacked by Chinese brigands in the Kowloon hills on Thursday night. He had been granted 48 hours' leave from Shauchung station; and, preferring to walk through the New Territory to travelling in a cramped little Chinese launch, crossed from Shauchung to Loklaha in a junk. On landing he employed a coolie to carry his baggage. Some little time after setting out, two other Chinamen joined the party. Taking it for granted that they were ordinary wayfarers Mr. Carter thought nothing about the incident. When about seven miles out, on the Taipe Road, at about 5 p.m., Mr. Carter stooped down to take a drink of water from a stream flowing from some rocks. Suddenly, one of the Chinamen hit him on the head with a large lump of rock, and the other attacked him with a bamboo pole. Up in an instant, though half dazed from the blows, Mr. Carter backed against the rocky side of the road

and lashed out furiously with a stout knotty walking stick. He managed to inflict several hard blows on the ruffians, who, finding one angry Englishman more than they bargained for, fled in panic. Mr. Carter then continued his journey alone, arriving at Kowloon in a very fatigued condition. His face was in a badly bruised condition, there being one particularly large contusion across the nose. Some 16 stitches had to be put in his head. So far, we understand, no arrests have been made.

BAXTER SCHOOL SALE OF GOODS.

The sale of goods in connection with this school was held in the City Hall on the 1st instant, when there was a good attendance of ladies. Excepting in the case of the toy and refreshment stalls, the articles were all on one big "stall." They were prettily laid out and were presided over by the following ladies:—

Mesdames Atkinson, Barnes-Lawrence, Bateson Wright, Brewin, Dicken, Gershom Stewart, Goetz, Gompertz, Harker, Hoare, Macfarlane, May, Mitchell, Peter, Pinckney, Playfair, Siebs, Slade, Swan, Tomes, Villiers Hatton and Lady Berkeley, also the Misses Baio, Barnes-Lawrence, Berkeley, Griffen, Hancock, Hazeland, Hoare, Innes, Siebs, Stilwell, and Wallis, while the refreshment stall was in charge of Mesdames Siebs, May, Kruger and Fuchs, and Miss Siebs and the Misses Stella May and Marjory Berkeley were disposing of the toys in the Toy Stall.

Miss Fletcher, on behalf of Miss Johnstone and the ladies connected with the Baxter C.M.S. schools, wishes to thank all those who have helped to make the sale such a success; the Secretary of the City Hall for the loan of the Hall; Commodore Dicken for flags and the services of men to arrange them; Major Canfield and officers of the 110th Mahratta L.I. for the use of the Band; and all the ladies who laid out the stalls so tastefully and presided over them so indefatigably during the afternoon; and lastly all who made purchases, both great and small.

The takings, so far as we could ascertain last night, were about \$1,200.

At about four o'clock in the afternoon His Excellency Sir Matthew Nathan, K.C.M.G., arrived. His Excellency purchased several articles and then kindly treated all the Baxter School children to tea.

Amongst other people there we noted the Hon. F. H. May, C.M.G., Mr. Basil Taylor and Mr. Campbell, British Consul at Canton.

The band of the 11th Mahratta Light Infantry played selections of music during the afternoon.

HONGKONG.

The Rev. G. Searle, Chaplain to the Forces at Woolwich, had instructions to be in readiness to embark for Hongkong about November 3rd.

That portion of the resumed area at Taiping-shan which has been set apart for a garden is now officially named "Blake Garden"; and, in Chinese, "Puk Kung Yun."

Mr. Herbert Clifford Atkinson on Oct. 28 passed his master mariner's examination. He was examined by Mr. Basil Taylor (navigation), Commander Dawes, R.N., and Capt. F. D. Goddard (seamanship).

Mr. William Stewart Harrison, manager of the China and Japan Telephone and Electric Co., Ltd., Hongkong, died at the Peak Hospital on Oct. 30. He was a well-respected citizen, and is deeply regretted by his many friends. He was 38 years of age.

It is noteworthy that the alteration in the clocks makes an error in the published tide tables. To obtain the time of high and low water according to zone time 23 minutes 18 seconds should be added to the time given in the tables.

On Oct. 28th a collision between a ricksha and an electric car occurred in front of the Harbour Master's Wharf. The tram was running along at a brisk pace, when the ricksha coolie tried to cross the track. He was not quite quick enough, and the car capsized the ricksha, throwing the Chinese passenger to the ground, right in front of the car. The car was brought instantly to a standstill, and there were no serious results.

The Governor proclaims that, for the purposes of the Chinese Passenger Act 1855, the voyage of any Chinese passenger ship from Hongkong or any Chinese port to South Africa shall be deemed to be a voyage of over thirty days duration.

The *China Review*, noting the spur given to the local volunteer movement by His Excellency the Governor, and the efforts of Mr. Henry Keswick to infuse fresh enthusiasm at Shanghai, remarks incidentally that the Tientsin volunteer force is "the laughing stock of the whole place."

The South African coolie steamer *Courtfield* left Hongkong for the Seralia Islands (Natala Group) 28 Oct. to take on the coolies to South Africa who were wrecked in the s.s. *Swanley*. Repairs to the *Swanley* at Singapore will take some considerable time. The *Courtfield* left port without any Chinese passengers on board.

On Oct. 28 people were surprised to see the U.S. surveying steamer *Pathfinder* anchored in the Northern Fairway. On making enquiries it was learned that the vessel had had a breakdown in the engine room while proceeding from the disinfecting hulk at Yammati Bay to the Kowloon Docks.

A collision occurred in the harbour on Sunday night. It appears that the launch *Cheung Yik* was run into and sunk by the launch *Chung Yuen*. Both belong to the Yammati Ferry Company, and were on service at the time. The sunken launch has been raised and towed to the company's wharf. No lives were lost.

According to the gun-fire on Oct. 30 noon occurred at 36 minutes and 42 seconds after 11 a.m. An invitation for dinner that evening said "eight o'clock, zone time." The time ball drops now at 17h. Greenwich mean time, which is 23m. 18s. 14 in advance of 11h. Hongkong mean time.

On Nov. 2nd All Souls' Day, a large gathering of Roman Catholics assembled at the Roman Catholic Cemetery at Happy Valley in the afternoon to attend the *Requiem* Service and the procession. The Electric Tramcar Company ran special cars from 4 to 6 p.m., and the flower sellers were doing a big trade in floral wreaths and crosses.

Masaichi Noma, Esq., the popular Japanese Consul-General at Hongkong, is held a reception on Nov. 3rd at his office, No. 3, Queen's Building, from noon to one o'clock, when he welcomed the local officials, his foreign colleagues, and others. The occasion was the anniversary of the birthday of His Imperial Japanese Majesty.

The s.s. *Baistry*, the vessel with a cargo of coal for Vladivostok, still remains in port. The crew, with the exception of a few members, refuse to run war risks running contraband. The captain, it will be remembered, charged 18 of them with refusing duty before Hon. Capt. Barnes-Lawrence, at the Marine Magistrate's Court on Thursday. One course open to him now is to withdraw the charge, pay off his crew, send them to England, and ship a fresh crew.

A Chinaman committed suicide on the night of the 31st ult. in the servants' quarters attached to the Magistracy. He was a man convicted of deserting from the Weihaiwei Regiment at the time of the Peking troubles, and was sentenced to four years' imprisonment. After serving two years' of the term he was released on the application of a European who intended employing him as his servant. His body was found at 7.30 p.m. hanging by a piece of cord to a beam in the coolie cook-house.

A serious accident occurred on October 29th. Two Chinamen were working near the top of No. 101, Des Voeux Road, when something gave way and they fell to the ground. They were removed by the police to the Government Civil Hospital in a dying condition.

We are informed that the first issue of a *Monthly Magazine* entitled "The Victoria Recreation Club Magazine," a record of Local Sport, is now in the hands of the printers and will be published about the middle of next month. Subscription \$2.50 per year. Intending subscribers are requested to send in their names to the Hon. Secretary, Victoria Recreation Club, as soon as possible. We welcome our new contemporary with good wishes.

FAR EASTERN ITEMS.

Kobe beat Yokohama at baseball in the recent interport competitions.

A new Chinese paper at Bangkok repeats the rumour that Peking intends to abolish the queue.

Mons. N. Dupont, the Engineer of the Peking-Hankow railway, died at the Peking Hospital on 13th October, from heart disease.

The *Foochow Echo* records the first message over the new Customs telephone between Pagoda Anchorage and Foochow. That was on October 21st.

Mr. Ralph Paget, whose appointment as Minister to Siam was telegraphically reported yesterday, left Home last month for Bangkok. He was Chargé d'Affaires there, and had been Home on furlough.

A rumour gained currency in London last month that Viscount Hayashi, the Japanese Ambassador, would leave England for Japan on leave of absence early next year, and that it was unlikely that he would return.

Many friends will regret, says the *Foochow Echo*, that the Rev. J. S. and Mrs. Holden have been obliged to return home on account of a thorough breakdown in health and also a sudden domestic bereavement.

Chang Chi-tung has been rather called to book of late in consequence of his failure to support the Lien Ping Chu financially, and ever-watchful censors are ready, the *Peking Times* says, with suggestions of his secret disloyalty.

Two Russian prisoners recently escaped from Matsuyama and attempted to steal a boat at Takahama with the object, it is said, of making their way to Vladivostok. They were captured and sentenced by court martial to imprisonment for three months with labour. The sentence will be served in Marugame prison.

The s.s. *James Brand*, which has a cargo of 5,022 tons of bulk petroleum on board, towed an 84 ton steel tank barge from Palembang, Sumatra. The barge recently grounded in Sumatra and damaged her bottom. The Captain of the *James Brand* had orders to tow her to Shanghai, but owing to peculiar circumstances will have to leave her at Hongkong. The fact is the *James Brand* has towed the bottom out of the little craft's fore hold, so when the hatches are removed the "briny" can be seen right through the hull. The vessel is kept afloat by her water-tight tanks.

A telegram received in Canton official circles, says our native reporter, announces the death of the acting viceroy of Nanking, His Excellency Li Hing-yui, who was formerly governor of Canton and acting viceroy of Fukien. The death took place on October 30th. His Excellency arrived at Nanking about a month ago, from Foochow, taking the place of H. E. Ngai Kung-tao, who was transferred to Foochow. We announced on Nov. 2nd the appointment of the new viceroy at Nanking, His Excellency Chen-fu.

It is reported in mandarin circles that the Ministers of the Waiwupu have been lately conferring almost daily with Sir Ernest Satow with reference to the changing of the clause in the Young Husband Treaty at Lhasa. The reply of the British Minister, it is stated, was that the clauses in that Treaty referring to railways, mines, and foreign intercourse were now so well known in Europe and Asia that it would be difficult to change them, but with regard to other clauses the diplomatic answer was that if he could do anything to modify them in accordance with the wishes of the Chinese Government he would do so with pleasure.

It must be very satisfactory to the promoters of the Emigration scheme to find that, notwithstanding the ignorant, and often self-interested opposition of a few native officials and native contractors for labour, the benefits of the scheme are becoming recognised, day by day, over a larger area; and that even some of the Viceroys and Governors of Districts have gone out of their conservative ways to publish special proclamations on the subject, so drawing the attention of the people themselves to the many advantages of this Emigration system. Not alone is this so with regard to South Africa; but, says the *China Review*, proposals have been made to supply Chinese labour on an extensive scale for the work on the Panama Canal, on such terms as will ensure the acceptance of this or some similar offer.

Eighteen well-known Penang people were arrested on October 20th for gambling, a police raid having been made on the Young Men's "Literary Club" rooms.

Mr. Frederick S. A. Bourne (Assistant Judge of His Majesty's Supreme Court for China and Corea) is appointed to be also Judge of His Majesty's High Court of Weihaiwei.

Sir John Madden, Chief Justice of Victoria, who is famous for his prolixity, recently delivered a judgment of 105,000 words, the reading of which occupied him seven hours.

Vice-Admiral Sir Gerard Noel, in command of the China Squadron, left for Singapore Oct. 28 in H.M.S. *Glory* (first class battleship) to confer with the Admiral of the Australian Squadron.

The Chinese Minister in Japan has notified Viceroy Yuan of the establishment of a college of classics and sciences by the president of the Imperial Japanese University, Tokyo, for the exclusive teaching of Chinese students.

Mr. L. J. Schroeder, whose death was recorded on October 25th, aged 79, was a very old resident of Singapore. He is reputed to have been the first man to start aerated water manufacturing in Singapore, under the style of Woodford and Schroeder.

Among the passengers by the s.s. *Gaelic* are Dr. and Mrs. R. H. Graves, D.D., and nine other missionaries. Dr. Graves has been in South China for 49 years in connection with the American Southern Baptist Convention. The missionaries will be divided between Wuchow and Canton.

The *Foochow Echo* says the Rt. Reverend Bishop J. M. Bashford, of the American M. E. Church, arrived by s.s. *Fung Shun*, on October 20th accompanied by Mrs. Bashford. Bishop Bashford takes Episcopal charge of the work of his Church in China for the next four years; his first work being to preside over the Annual Conference at Ngu Cheng.

An extraordinary case, in which a Singapore bank clerk named A. Mitchell is charged with helping a Chinaman to abduct a European married woman, is recorded in the *Straits Times* of October 26th. Mrs. Goodenough was taken to a Malay woman's house, where, it is alleged, the Chinese prisoner, a storekeeper, nightly besieged her virtue. Heavy bail was allowed.

A silly and mischievous rumour has been promulgated broad-cast in Madras that under orders of the plague authorities all poultry had to be destroyed. The rumour caused consternation among the lower classes in all parts of Madras, and a considerable number of birds have been already destroyed. The Municipality and police, said the *Times of India* on the 1st inst., know nothing about the order, and it certainly has not been issued by the President of the Municipality as chief plague authority in Madras.

Those who revel in scares will see signs of a "brown peril" in the following extract from a native Indian paper: "Japan has just now unfurled the flag of Asiatic independence of the West, and a glance at the land of the Rising Sun is enough to inspire a hope in the hearts of the despondent population of India. Ye people of Asia! The dark night of misery is about to close. Leave off your lethargy, purify your hearts, and remembering God, begin to do your duty."

The Viceroy of Liang-Kiang reports the establishment of a large military college in Nan-Tang. It has 400 official students taught by Japanese and Japanese-educated Chinese officers. The course is temporarily limited to two years owing to the need of trained men, but in that period the teaching will be confined only to the most essential subjects. There is another military preparatory college at Nanking where the students are under the instruction of German military officers.

The Chinese Minister in Japan reports the number of Chinese students in that country as 2,030, divided into military, civil and industrial classes, and most of whom are distributed in the various schools and colleges in Tokyo. The greater number of the students come from the provinces of Hu-pei, Kiang-su, Chih-li, Hu-nan, Kwangtung, Szechuen, etc., and the cost per man varies from \$300 to \$400 per annum, and the students are very diligent and anxious to learn. For the purpose of unity and to safe-guard their interests the leading students have established a Guild in Tokyo, and they are thus able to give assistance to any new arrivals.

The medals for the American troops in North China during the Boxer rising in 1900 are now ready for issue, and the English Foreign Office has been approached, through the American War Department, with a view to getting the King's consent to British officers, who are qualified under the conditions, being allowed to wear the medal. The rules as to the wearing of Foreign Orders by British officers are very strict, but this is a medal and not an Order. It also commemorates an international campaign, in which American and British troops fought side by side. The medal is made of bronze, with a gold dragon on the front face; on the obverse is the legend, "Military Order of the Dragon, China, 1900," and a space for the name of the recipient. It is attached to the Imperial Chinese yellow ribbon by a bronze clasp, forming the usual Chinese symbol of the world and clouds. In the middle of the ribbon is worked in blue the Chinese character "Fou" (happiness). The clasp at the top is in the shape of a temple roof. The whole medal is distinctly Chinese and thoroughly artistic.

A Peking correspondent states that Viceroy Chang Chih-tung of Wuchang has lately sent up a long memorial to the Throne criticising in hostile and strong language a memorial of Sir Robert Hart to the Throne with regard to the raising of funds by the imposition of a uniform and moderate land tax throughout the Empire, a translation of which was made and published in the *N.-C. Daily News* a few months ago. It will also be remembered, says the well-informed "native notes" writer in that journal, that the land tax suggested by Sir Robert provided, amongst other good things sadly needed in China, ample salaries for all civil and military officials of the country, which measure alone ought to have been welcomed by all Chinese who sincerely desired the advancement of their country. It would, however, appear that the old Viceroy's suspicious nature and his lately developed anti-foreign proclivities which he likes to call patriotism, have made him so blind to the interests of his country as to hint in his memorial that the suggestions of Sir Robert Hart were harmful to the Empire and practically intended to extend the radius of the British sphere in the Yangtze Valley. As the tax is meant for the whole Empire it is hard to understand why the Viceroy specially makes a point of the Yangtze Valley, whereas if his arguments meant anything, the sphere of influence he fears ought to stretch to the very confines of the Chinese Empire.

TRADE ITEMS.

British cotton flannel (flannellette) is displacing the Japanese article at Canton.

Trade in central Russia is described by four Consul at Moscow as very bad since February.

Whereas in 1899 Canton imported 8,761 pairs of indiarubber shoes, in 1903 the number of pairs imported was 234,496.

Pictures printed from copper plates, even though only advertising matter, have to pay a duty of 25 per cent. *ad valorem* entering Japan.

The bund and wharves at Tientin are absolutely crowded with goods, everybody trying to get in large winter stocks before the river is frozen up. The *China Review* is informed that business prospects are certainly better than they have been for some years.

The *Board of Trade Journal* gives the following details of trade in South Formosa for 1903: Total value of imports £561,433, as compared with £423,311 in 1902. Large increase in imports from Japan; the aim of Japanese commercial policy being to exclude foreign imports as far as possible. Total value of exports £554,468, as compared with £496,508 in 1902. Large decrease in sugar exports, more especially to China.

Our correspondent at Sandakan informs us that the slipway of the China-Borneo Co. was first used on the Saturday prior to October 27th, when the *Labuan* (Sabah s.s. Co.) was hauled up for repairs. This slip is capable of taking vessels up to 140 feet long, and of about 40 tons displacement. The engine works connected with the slip are fully found for all the work likely to come into the Company's hands. "It is to be hoped," says our correspondent, "that such enterprise will be well rewarded, for it is enterprise to do anything new in a country like this."

The Associated Chambers of Commerce of Japan have resolved to petition the Government in favour of the protection of industries and commerce, which must keep pace with the victorious progress of the war. They urge the granting of facilities for the ownership by foreigners of land and railways, the opening of Manchuria and Corea, the encouragement of emigration, and the attraction of foreign visitors.

It is understood that the s.s. *Inkula* and the *Katherine Park* have been chartered by Messrs. Gibb, Livingston and Company for the coolie emigration service to South Africa, the former taking the place of the *Wreeddale*, released from charter. The s.s. *Sikh* sailed on Sunday for Chinwantao to take about 1,500 coolies to the Rand. She will be followed about the 5th inst. by the s.s. *Sofala*, the latter boat going to Chinwantao instead of Chafoo.

Two well-to-do Chinese merchants named Lin and Huang have been appointed co-directors of the Canton-Macao line which is to be constructed with joint Chinese and Portuguese capital. The Chinese directors have now each subscribed Tls. 1,000,000 and the Portuguese merchant will also put in Tls. 2,000,000 to make up Tls. 4,000,000. The Board of Directors will be composed of an equal number of Chinese and Portuguese with equal powers, and the agreement will be concluded and signed at Shanghai. The Chinese money is really subscribed by twenty wealthy merchants at Hongkong and Canton, each of whom subscribes Tls. 100,000.—*Peking Times*.

Yatung, reports our Customs Commissioner there, has not hitherto showed any promise of blossoming into a prosperous mart, and until existing trading facilities are very widely extended no substantial increase in the volume of trade can reasonably be expected. The total trade value—import and export—for the year 1903 was only Rs. 1,373,365—roughly about £90,000. The futility of expatiating at length on such peddling trade will be apparent. With the advent of the Mission came great improvements in the approaches to Yatung. It has before been pointed out that the natural road-way to Tibet from India lies either up the course of the Mochu or Dichu Rivers through Bhutan to the Chumbi Valley, and it is only reasonable to suppose that a road will shortly be constructed over one of these routes which will place the Chumbi Valley within easy access of India, and greatly obviate the present difficulties of transport.

It is not pleasant news to British manufacturers that the Siamese Government have recently passed the large contract for steel rails to a Belgian firm. In the present instance it would appear that the Siamese authorities were actuated entirely by motives of economy, the Belgian tender quoting considerably lower prices than were stipulated for by the English competitors. If this is so, we do not know, remarks the *L. & C. Express*, that the latter have any ground for complaint (as certainly was the case on a previous occasion), for however friendly disposed the Siamese Government may be towards this country, the fact must be realised that governments, like individuals, will purchase in the cheapest market. Nor does the British merchant or manufacturer object as a rule if he is beaten fairly and without favour, which seems to be the case in the present instance.

The Chairman of the Tientsin Chamber of Commerce has received a communication from the British Minister replying to the letter recently addressed to the doyen of the Diplomatic Corps, in which the Chamber asked for a postponement of the new regulations for the Registration of Trade Marks. The Minister states that he has already received representations from the Shanghai Chamber and has forwarded them by telegraph to His Majesty's Government. He advises British merchants who are apprehensive of their interests being injuriously affected should these regulations come into force unaltered on October 24th, but who are unwilling to pay the fee prescribed by regulation, to deposit, as far as practicable, with His Majesty's Consul General, duplicates of all trade marks belonging to them, whether registered in Great Britain or not, and to request him to transmit one of each to the Commissioner.

The *Straits Times* reports that there is every probability of a new dock and engineering workshops being constructed in Penang. Mr. John Leith Wemyss, General Manager of the Penang Foundry Company, Ltd., has, on behalf of that Company, made application to Government for a lease of foreshore and seabed at Sungei Penang, to construct works of that kind.

The Annual General Meeting of the Sempam Mining Co. Ltd. (of Selangor), was held the other day. The report shows that it had been suggested that the Company should import Chinese coolies owing to difficulty of labour supply, but the directors considered that any such step would be fatal, as that class of coolie would not be suitable for the conditions of work and climate.

The Managing Director of the Chinese Deep Sea Fishing Company, Mr. Chang Chien, of South T'ungchow, has notified Yuan Taotai of Shanghai that he has made the necessary arrangements for the placing of the shares of the Chinese Deep Sea Fishing Company on the market, and he enclosed copies of the prospectus of the Company for the information of would-be purchasers of shares. A Nanking despatch also states that Viceroy Li Hsing-jui has promised his cordial support to the scheme. The Company has now a steam trawler which was built at Grimsby, England, and a number of English-modelled deep sea fishing nets which are being copied and rapidly made at South T'ungchow.

A dispatch from Nanch'ang, the capital of Kiangsi province, reports that a syndicate of merchants connected with the porcelain industry in that province are going to establish a porcelain factory after foreign methods, in the vicinity of the famous Kintehchén potteries, where all kinds of porcelain ware on foreign as well as native models can be rapidly turned out by the adoption of foreign methods and appliances. Already agents of the syndicate are said to have booked large orders from merchants of inland cities, and it is confidently anticipated that as the manufactures of this factory become better known in the interior there will be room, as time goes on, for many more similar factories.

It is reported from a reliable source in Peking that, with a view of starting a gold standard in the near future, the Board of Revenue, in obedience to instructions from the Throne, began last year to collect and store up gold bars, etc., the intention being that, when at least 100,000 taels weight of pure gold had been collected, a start with the gold standard shall be made, the gold being used for coining gold pieces, while silver tael pieces of standard weight are also to be struck. A few days ago, this subject being brought up before the Empress Dowager in the Grand Council, her Majesty commanded two of her councillors to proceed to the Treasury rooms of the Board of Revenue to make an investigation as to how much gold bullion had been so far collected towards the object in view. A careful examination revealed the fact that only 13,680 taels weight of gold had been collected, which, calculating at that rate, would require at least seven years more before China can have a gold standard.

The departure of Sir Charles J. Dudgeon on October 22nd for the trip home leaves a very sensible gap in Shanghai, which will not be filled until his return. A better authority on foreign commerce in China, especially on its statistical side, it would be impossible to find, and the Foreign Office recognised this when they made him a Treaty Commissioner with Sir James Mackay and rewarded him for his services with a knighthood. In the thirty years or so that he has spent in Shanghai, and in all the vicissitudes to which one who follows commerce is exposed here, Sir Charles has always been a most popular man, welcome in every society, a keen sportsman, and a man of intense public spirit, although, as far as our recollection goes, he was never a candidate for Municipal honours. No man ever better deserved a holiday, and it is a satisfaction to know that if Shanghai should be in need of a representative at home while he is there, we can rely on his services. In the chairmanship of the China Association here, which he has so ably filled, he is succeeded temporarily by Mr. R. W. Little.—*N.-C. Daily News*.

COMMERCIAL.

SILK.

Messrs. R. Burkill and Son's Silk Circular, dated 20th October states:—The home markets are firm. Gold Kiling is quoted in London at 11/9 and in Lyons at Fcs. 32.25. Raw Silk.—The transactions reported in our last issue have greatly enhanced values in the Interior, and prices have advanced reported all round, thus limiting the business. Stocks are small and holders firm at the advance. Yellow Silk.—A small business has been done principally in Mienchews and Mienyangs at current rates. Hand Filatures.—A moderate demand in this class of Silk still continues for the continent, while for New York the business is very limited. Steam Filatures. Some 200/300 bales, of low grade and market chops chiefly in fine sizes have changed hands. Waste Silk.—Pels. 600 Curles have changed hands at 82 1/4/3. Pels. 50 Long Shantung B (Whole Bales) at Tls. 27 Pels. 200 Fl. Long Waste I at 122 Tls. nett. Market steady.

The Yokohama Prices Current and Market Report, Published by the Yokohama Foreign Board of Trade, dated October 15th, has the following:—

IMPORTS.

Yarns.—No market. Shirtings are quiet. Greys.—Buyers have bought all they require for the present, and Manchester can apparently no longer offer early shipment. Whites.—A few small contracts made for quick arrival, but dealers will not entertain offers for long delivery, and prefer to wait a bit before operating further. Fancy Cottons and Woollens.—Market remains quiet. Metals.—A fair amount of business has been transacted. Kerosene.—Market unchanged. Sugar.—The market has been strong, and prices well maintained. Business, however, is still limited, owing to the high quotations. It is not likely that the market will experience much, if any, further advance. Indigo.—Market continues firm.

EXPORTS.

Raw Silk.—Business continues brisk, with both continents buying. European purchasers having of late been more to the front than earlier in the current season. Available stocks in Yokohama are on purpose kept very small by native reellers and dealers, and prices have advanced Yen 15 to 20 all round. Closing quotations, as given below, are very firm with an upward tendency.

Tea.—Only a small business has been done since last issue. Stocks on the spot are very small, and arrivals have almost ceased. No quotable change in prices. Total settlements from May 1st to Oct. 14th amount to 176,500 piculs, against 188,500 piculs at the corresponding date last year.

SUGAR.

HONGKONG, 4th Nov.—The prices are declining, market being weak.

Shekloong, No. 1, White.....	\$8.30 to \$8.35 pels.
Do. " 2, White.....	7.40 to 7.45 "
Do. " 1, Brown.....	5.90 to 5.90 "
Do. " 2, Brown.....	5.80 to 5.85 "
Swatow, No. 1, White.....	8.30 to 8.35 "
Do. " 2, White.....	7.35 to 7.40 "
Do. " 1, Brown.....	5.75 to 5.85 "
Do. " 2, Brown.....	5.55 to 5.60 "
Foochow Sugar Candy	12.40 to 12.45 "
Shekloong "	10.45 to 10.50 "

RICE.

HONGKONG, 4th Nov.—The prices are the same as when last reported.

Saigon, Ordinary.....	\$2.30 to \$2.35
" Round, good quality	2.35 to 2.40
" Long	3.65 to 3.70
Siam, Field mill cleaned, No. 2	2.35 to 2.40
" Garden, " No. 1	3.45 to 3.50
" White,	3.55 to 3.90
" Fine Cargo	4.05 to 4.10

OPIUM

HONGKONG, 1st November.—Quotations are:—

Allowance net. to 1 catty.	
Malwa New	\$1100 to \$1120 per picul.
Malwa Old	\$1140 to \$1160 do.
Malwa Older	\$1230 to \$1250 do.
Malwa V. Old.....	\$1270 to \$1300 do.
Persian fine quality ...\$ 880	to — do.
Persian extra fine ...\$ 900	to — do.
Patna New	\$1170 to — per chest.
Patna Old	\$ — to — do.
Benares New	\$1125 to — do.
Benares Old	\$ — to — do.

COAL.

Messrs. Hughes and Hough, in their coal report of to-day's date, state that nine steamers are expected at Hongkong with a total of 21,000 tons of Japan coal and 6,000 tons of Cardiff coal. Since 22nd October 50,000 tons of Japan coal, and 6,500 tons of Welsh coal have arrived, nearly all sold. The market is dull with small sales of Japanese. Quotations:—

Cardiff.....	\$18.00 ex-ship.
Australian	\$11.00 ex-ship.
Yubari Lump.....	\$12.00 ex-ship, nominal
Miti Lump	\$10.00 ex-ship, nominal
Noji Lump.....	\$6.50 to 10.00 ex-ship, steady

COTTON.

HONGKONG, 4th Nov.—Small business, market rather quiet. Stock about 225 bales.

Bombay.....	28.00 to 30.00 picul.
Bengal (New), Rangoon }	30.00 to 31.50 "
and Dacca	"
Shanghai and Japanese, }	31.00 to 32.00 "
Tungchow and Ninypo, }	31.00 to 32.00 "

Reported sales 225 bales.

YARN.

Mr. Eduljee in his report, dated Hongkong 4th Nov., says:—Nothing of interest has occurred in our market during the past fortnight. A quiet but steady business has been done at unaltered prices in spot goods, and at a decline of \$1 to \$1 1/4 in goods to arrive, and about 8,000 bales are reported sold. Buyers have confined their purchases to nearer delivery, comparatively little being done forward as dealers are reluctant to commit themselves in view of the weak and uncertain position of New Cotton. The enquiry was again chiefly confined to No. 10s and 12s. Lower counts of No. 6s and 8s are wanted but the market is bare of stock. Prices generally are easier, but at the same time while holders are meeting any demand that exists there is no actual pressure to sell.

Local Manufacture.—The decline in rate of New Cotton has enabled our local mill to enter into further forward contracts, and sales of 2,500 bales No. 10s and 12s, January/February delivery, have been reported at \$114 and \$116 respectively, rates showing a decline of \$3 per bale.

Japanese Yarn.—Has ruled very quiet and a small sale of 50 bales No. 20s at \$134 1/4 is reported.

Raw Cotton.—The first importation of 296 bales New Bengals per s.s. "Gregory Apcar" was easily placed on the market at \$31 1/4. The cotton is free from seed and yellow leaf, being cleaner and generally of a better quality than last season's. Nothing has been done in old Indian descriptions. Stock about 400 bales. In China kinds sales of 250 bales (small) at \$32 1/4 to \$32 are reported with an estimated stock of 500 bales. Quotations are New Bengals \$28 to \$31. Old \$27 to \$30 and China \$31 1/4 to \$32 1/4.

Exchange on India, after slight fluctuation, closes to-day at Rs. 137 1/4 for T/T and Rs. 137 1/4 for Post. On Shanghai 71 1/2 and on Yokohama 91.

The undernoted business in imported and local spinings is reported from Shanghai during the fortnight ended 21st instant, viz:—

Indian:—In the early part of the interval the market ruled exceedingly quiet and prices gave way one tael. Subsequently an improvement took place, and at the close the loss in value has been recovered. The total business of the fortnight aggregates 4,300 bales with an estimated stock of 35,000 bales.

Japanese:—Continues to meet with a steady demand, and slightly better prices are obtainable for Common No. 16s. Sales reported are 2,000 bales on the basis of Tls. 92 1/4 to 99 for No. 16s, and Tls. 97 to 102 1/4 for No. 20s.

Local:—Spinners are inclined to make forward contracts, and about 18,000 bales are reported to have changed hands on the basis of Tls. 88 1/4 to 89 for No. 10s, Tls. 89 to 92 1/4 for No. 12s, Tls. 89 1/4 to 94 for No. 14s, and Tls. 92 to 96 for No. 16s.

MISCELLANEOUS IMPORT.

HONGKONG, 4th November.—The prices ruling are as follows:—

COTTON YARN—	per bale
Bombay—Nos. 10 to 20, ...	\$ 90.00 to \$128.00
English—Nos. 16 to 24, ...	114.00 to 120.00
" 22 to 24, ...	120.00 to 128.00
" 28 to 32, ...	136.00 to 142.00
" 38 to 42, ...	155.00 to 170.00

Reported sales 55,000 bale.

COTTON PIECE GOODS—	per piece
Grey Shirtings—8 lbs.	2.20 to 2.30
7 lbs.	2.35 to 2.50
8.4 lbs.	3.20 to 4.10
9 to 10 lbs.	4.10 to 5.50

COTTON PIECE GOODS—

White Shirtings—54 to 56 rd.	2.90 to 3.10
58 to 60 " ..	3.20 to 3.75
64 to 68 " ..	4.00 to 5.50
Fine.....	6.20 to 8.25
Book-folds	5.50 to 8.20
Victoria Lawns—12 yards	0.80 to 1.10
T-Cloths—6lbs. (32 in.), Ord'y	2.25 to 2.50
7lbs. (32 ") ..	2.75 to 3.00
6lbs. (32 ") ..	2.25 to 2.75
7lbs. (32 ") ..	3.00 to 3.25
8 to 8.4 oz. (36 in.) ..	3.20 to 4.00
Drills, English—40 yds. 13 1/2 " to 14 lbs. }	5.25 to 8.00

FANCY COTTONS—

Turkey Red Shirtings—1 1/4 to 8 lbs. }	1.80 to 3.90
per yard	
Brocades—Dyed	0.13 to 0.14
Damasks.....	— to —
Chintzes—Assorted	0.09 to 0.17
Velvets—Black, 22 in.	0.23 to 0.45
Velveteens—18 in.	0.21 to 0.27

per dozen
Handkerchiefs—Imitation Silk 0.45 to 0.75

WOOLLENS—

Spanish Stripes—Sundry chops	0.70 to 2.50
German	0.60 to 0.75
Habit, Med., and Broad Cloths	1.00 to 3.50

Long Ells—Scarlet, 7-10 lbs.	7.80 to 9.50
Assorted	7.95 to 9.65
Camlets—Assorted.....	12.50 to 33.00
Lastings—30 yds., 31 inches }	13.00 to 22.00
Assorted	"
Orleans—Plain, 31 in.	10.00 to —

Blankets—8 to 12 lbs.	0.70 to 0.80
Fine quality	— to —

METALS—

Iron—Nail Rod	4.00 to —
Square, Flat Round Bar (Eng.)	4.00 to —
Swedish Bar	4.05 to —
Small Round Rod	4.45 to —
Hoop 1/2 to 1 1/2 in.	6.20 to —
Wire, 16/25 oz.	9.50 to —
Wire Rope, Old	3.00 to —
Lead, L.B. & Co. and Hole Chop	8.45 to —
Australian	8.45 to —
Yellow Metal—Muntz 14/20 oz.	40.00 to —
Vivian's 14/20 oz.	40.00 to —
Elliot's 14/20 oz.	40.00 to —
Composition Nails.....	61.00 to —
Japan Copper, Slabs.....	38.50 to —
Tin.....	83.00 to —

Tin-Plates	7.30 to —
------------------	-----------

Steel 1/2 to 1	5.90 to —
----------------------	-----------

Quicksilver	147.00 to —
-------------------	-------------

Window Glass	4.50 to —
--------------------	-----------

MISCELLANEOUS EXPORTS.

HANKOW, October 26th, 1904:—The prices quoted are for the net shipping weight excluding cost of packing for export:—

Cowhides, best selected	Tls 34.50
Do. seconds	30.00
Buffalo hides, best selected	20.00
Goatskins, untanned (chiefly white colour), ..	—
Buffalo Horns (average 3lbs. each)	9.00
White China Grass (Wuchang and or Poochi)	12.00
White China Grass (Sinshan and or Chayu)	11.00
Green China Grass (Szechuen)	12.00
Jute	5.00
White Vegetable Tallow (Kinchow) ..	10.20
White Vegetable Tallow (Pingchow and/or Macheng)	10.10
White Vegetable Tallow (Mongyu) ..	—
Green Vegetable Tallow (Kiyu)	10.60
Animal Tallow	9.20
Gallnuts (usual shape)	18.00
Do. (Plum) do.	19.00
Black Bristles	116.00
Feathers (Grey and/or White Duck) ..	21.50
" " Wild Duck	24.50
Turneric	3.20
Sesamum Seed	4.10
Sesamum Seed Oil	7.90
Vegetable Tallow Seed Oil	7.90
Wood Oil,	7.30
Tea Oil	8.90

Per P. & O. steamer *Malacca*, sailed on 27th October. For London:—3,751 bales hemp, 1,315 boxes tea, 444 packages tea, 107 cases chinaware, 140 bales canes, 20 rolls mats, 18 cases bristles, 30 cases preserves, 20 cassia wet ginger, 2 cases blackwoodware 9 cases private effects, 2 cases curios, 35 bales waste silk. For Manchester:—2 cases cigars.

Per steamer *Zieten*, sailed on 26th Oct. For Colombo:—70 rolls matting. For Aden:—750 bags sugar, 150 cases cassia. For Odessa:—100 cases cassia, 3 bales rattanore, 2 chests tea, 1 bale canes. For Naples:—642 half-chests tea. For Genoa:—541 bales raw silk, 150 bales waste silk, 134 bales pierced cocoons, 50 cases essential oil, 3 cases curios, 2 cases porcelain. For Buenos Ayres:—100 half-chests tea. For Antwerp:—90 boxes tea, 60 bales feathers, 25 cases bristles, 19 cases effects, 8 cases curios, 3 cases cigars. For Antwerp and Hamburg:—25 bales feathers, 5 cases bristles. For Rotterdam:—722 cases ginger. 361 bales canes, 120 cases ginger. For Bremen:—187 half-chests tea, 176 rolls matting, 150 bales feathers, 100 cases cassia, 25 cases curios, 6 cases ginger, 1 case preserves. For Bremen and Hamburg:—281 half-chests tea, 70 bales feathers. For Hamburg:—1,634 half-chests tea, 115 cases ginger, 79 rolls matting, 45 cases blackwoodware, 36 bales canes, 24 cases curios, 20 cases cigars, 12 cases chinaware, 8 cases feathers, 5 bales waste silk, 3 cases bristles, 1 bale feathers. For Copenhagen:—67 half-chests tea. For Christiania:—1 cases cigars.

SHARE REPORTS.

HONGKONG. 4th November, 1904.—Business generally has fallen off considerably during the past week, the position as regards Indo-Chinas being affected largely by the intervening Shanghai Races which have practically stopped business in this stock with the Northern port.

BANKS.—Hongkong and Shanghai are somewhat easier with small sales and further sellers at \$695. London quotes £69. Nationals are without change at \$39.

MARINE INSURANCES.—Unions are firmer again with buyers at \$635. China Traders can be placed to a small extent at \$61. North Chinas are in request at Tls. 80 ex the final dividend of 10 per share for 1903 paid on the 26th October. Cantons are easier with sales and a few shares obtainable at \$252½.

FIRE INSURANCES.—Hongkongs continue in request at \$335. Chinas have sold, and are in further demand at \$90.

SHIPPING.—Hongkong, Canton and Macao have ruled steady with sales at \$30, and probable further buyers at the rate. Indo-Chinas have been neglected throughout the interval, owing largely to the influence of the Shanghai Race Meeting, and closing quotation of \$130 sellers shows a slight falling off as compared with last week's rate. China and Manilas have fallen to \$23 sellers, and Douglasses to \$35 sellers the latter after sales at \$36 and \$35. Star Ferries are still procurable at \$40 (old) and \$30 (new), and Shell Transports have sold and have further sellers at 23s. 6d.

REFINERIES.—China Sugars are quiet with probable sellers at \$235. Luzons unchanged at \$6 nominal.

MINING.—Raubs are easier with sellers at \$6. DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have again declined, and a few shares are now procurable at \$220. Hongkong and Kowloon Wharves have sold, and have further sellers at \$115. New Amoy Docks are still quoted at \$27½ sellers. Farnham, Boyds after reported sales at Tls. 177½ have eased off again to Tls. 176 with probable sellers.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have again been booked at \$148, and Kowloon Lands at \$39. West Points continue on offer at \$60, and Humphreys' Estates at \$12½. Hongkong Hotels have sold, and can still be placed at \$139.

COTTON MILLS.—Hongkongs have improved to \$10½ buyers, but share are procurable at \$11.

MISCELLANEOUS.—China Providents have sold, and are in further request at \$9½. Dairy Farms have improved to \$25 buyers. Green Island Cements are easier with sellers at \$32½. Ices have been booked at \$255. Waterboats have sold, and are wanted at \$21. Watsons have declined to \$12½ sellers, and Powells to \$11 sellers.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai...	\$125	(\$695, sellers L'don, £69.
Natl. Bank of China		
A. Shares	28	\$39
B. Shares	28	\$39
Foun. Shares...	21	\$10, buyers
Insurance—		
Union	\$100	\$635, buyers
China Traders	\$25	\$61, buyers
North China	25	Tls. 80, ex div.
Yangtze	\$60	\$145
Canton	\$50	\$252½, sales & sel.
Hongkong Fire	\$50	\$335, buyers
China Fire	\$20	\$90, sales & buyers
Steamship Coys.—		
H., Canton and M...	\$15	\$29½, buyers
Indo-China S. N. ...	\$10	\$130, sellers
China and Manila...	\$50	\$23, sellers
Douglas Steamship	\$50	\$35, sellers
Star Ferry	\$10	\$40, sales & sellers
"	\$5	\$30, sellers
Shell Transport and		
Trading Co.	21	23/6, sales & sellers
Do. pref. shares	210	23. 10s.
Refineries—		
China Sugar	\$100	\$235, buyers
Luzon Sugar	\$100	\$6
Mining—		
Charbonnages	Fcs. 250	\$490
Raubs	18/10d.	\$6, sellers
Docks, Etc.—		
H. & W. Dock	\$50	\$220, sellers
H. & K. Wharf & G.	\$50	\$115, sales & sellers
New Amoy Dock ...	\$6½	\$27½, sellers
S. C. F. Boyd & Co...	Tls. 100	Tls. 176
Land and Building—		
Hongkong Land Inv.	\$100	\$148, sellers
Kowloon Land & B.	\$30	\$39
West Point Building	\$50	\$60, sellers
Hongkong Hotel	\$50	\$137, buyers
Humphreys Estate. {	\$10	\$12.75, sales & sel.
"	\$2½	\$5
S'hai Land Ins. Co., Ld.	Tls. 50	Tls. 117, buyers
Cotton Mills—		
Ewo	Tls. 50	Tls. 25, sellers
International	Tls. 75	Tls. 20
Laou Kung Mow ...	Tls. 100	Tls. 32½
Soychee	Tls. 500	Tls. 160, sellers
Hongkong	\$10	\$10½, buyers
Companies—		
Alhambra Limited...	\$200	\$100, buyers
Bell's Asbestos E. A.	12/6	\$5½
Campbell, Moore & Co.	\$10	\$40, buyers
China-Borneo Co., Ld.	\$12	\$12, buyers
China Prov. L. & M...	\$10	\$9½, sales & buyers
Dairy Farm	\$6	\$25, buyers
Geo. Fenwick & Co.	\$25	\$47, sellers
Green Island Cement.	\$10	\$32½, sellers
Hongkong Electric {	\$5	\$15, sales & buyers
"	\$5	\$9, sales
Hongkong & C. Gas...	\$10	\$160, buyers
H. H. L. Tramways...	\$100	\$300
Hongkong Ice	\$25	\$255, sales
Hongkong Rope	\$50	\$140, buyers
Hk. Steam Water- {	\$10	{ \$21, buyers
Boat Co., Ld.		{ \$20
Phippine Tobacco {	\$10	\$9½, sellers
Trust Co., Ld.		
Shanghai and Hong- {	\$50	\$50
kong Dyeing and {		
Cleaning Co., Ld. {		
S. C. Morning Post ...	\$25	\$17, sales & buyers
Tebrau Planting Co...	\$5	\$1½, buyers
China Light & Power {	\$10	\$10, sales & sellers
Co., Ld.		
Steam Laundry Co., {	\$5	\$7, buyers
"	\$3	\$4, sellers
United Asbestos	\$4	\$9½, buyers
Do	\$10	\$180
Watkins, Ld.	\$10	\$9½, buyers
Watson & Co., A. S. {	\$10	\$13½, sellers
"	\$10	\$12½, sellers
William Powell, Ld...	\$10	\$11, sellers

VERNON & SMYTH, Brokers.

Messrs. J. P. Bisset & Co's. Share Report, for the week ending 27th October, states:—Business during the week has on the whole been restricted to the clearing up for the October Settlement, which is to-morrow, and very little actual new business has been transacted. S. C. Farnham, Boyd & Co. and Indo-Chinas both close firm. The T. T. rate on London to-day is 2/7. Banks.—Hongkong and Shanghai Banks.—A good business has been done to Hongkong at \$690 exchange 71, and local shares have changed hands at \$670 exchange 73. The quotation from Hongkong is now \$700 sellers and the London rate is £68.10s

Marine and Fire Insurance.—North-Chinas have experienced a good rise and shares have been placed at Tls. 82½ and 85. Yangtzes are in demand at \$145. Shipping.—Indo-Chinas have fallen in price during the week on large sales of shares from Hongkong, but at the close are firm with buyers at quotations. Tls. 94 for October in the early part of the week was followed by sales at Tls. 93½, 93, 92 and 91, to rise again yesterday to 92 cash. For December 95½, 95, 94 and 93 were done, but shares are now in demand at Tls. 94. The market closes strong and the Hongkong quotation is \$127 buyers. Shanghai Tug and Lighter Co. Ordinary shares are wanted at Tls. 49. Docks and Wharves.—S. C. Farnham, Boyd & Co. Quotations during the week have resulted in very few changes. Business has been done at Tls. 175 October, 174, and a demand for October setting in carried the rate to 176, at which shares are obtainable. For December Tls. 179 and 180 are reported. For January 182, for February 184 and for March 186. The market closes easy. Shanghai and Hongkew Wharves. Shares have been in strong demand, and the rate has improved to 137½ old shares and 135 new. Both cash and time shares are enquired for. Sugars.—China Sugars have fallen in Hongkong to \$240, at which rate there are buyers. Mining.—Weihaiwei Golds. A few transactions are reported at \$22½ for cash with buyers for December at \$23. Lands.—Shanghai Lands have been done at Tls. 113½, closing with buyers at Tls. 114. No business in other stocks under this heading. Industrial.—A transaction in International Cottons is reported at Tls. 20. Shanghai Gas shares have been placed at Tls. 105 with sales at the close. Shanghai Ice. There are sellers at Tls. 23. China Flours are in demand and Tls. 70 might be got for shares. Shanghai Pulps have been again placed this week at Tls. 157½ cash and 165 December. Langkats. A good deal of business has been done at Tls. 306½ and 307 for October with a few transactions at Tls. 317½ December. This stock is and has been for some months exceedingly quiet. Shanghai-Sumatras. Business is recorded during the week at Tls. 66 for cash and October delivery. Stores and Hotels.—Hall and Holtz, there are a few shares in the market at \$31. Central stores. There are sellers of this stock, but no offers forthcoming. Weeks and Co. are recorded at \$20. Hotel des Colonies have been placed at Tls. 21, and shares can be obtained at this price. Miscellaneous.—Shanghai Horse Bazaars, there are sellers at Tls. 95. Telephones have been again placed at Tls. 68. Loans.—Shanghai Land Debentures 5 per cent. are reported at Tls. 89.

EXCHANGE.

FRIDAY, 4th November.

ON LONDON.—	
Telegraphic Transfer	1/10½
Bank Bills, on demand	1/10½
Bank Bills, at 30 days' sight	1/10½
Bank Bills, at 4 months' sight	1/10½
Credits, at 4 months' sight	1/10½
Documentary Bills, 4 months' sight	1/10½
ON PARIS.—	
Bank Bills, on demand	232½
Credits 4 months' sight	236
ON GERMANY.—	
On demand	188½
ON NEW YORK.—	
Bank Bills, on demand	45½
Credits, 60 days' sight	45½
ON BOMBAY.—	
Telegraphic Transfer	137½
Bank, on demand	137½
ON CALCUTTA.—	
Telegraphic Transfer	137½
Bank, on demand	137½
ON SHANGHAI.—	
Bank, at sight	71½
Private, 30 days' sight	72½
ON YOKOHAMA.—	
On demand	91
ON MANILA.—	
On demand—Pesos	89½
ON SINGAPORE.—	
On demand	5½ p.c. p.m.
ON BATAVIA.—	
On demand	111½
ON HAIPHONG.—	
On demand	1½ p.c. p.m.
ON SAIGON.—	
On demand	1 p.c. p.m.
ON BANGKOK.—	
On demand	62½
SOVEREIGNS, Bank's Buying Rate	\$10.70
GOLD LEAF, 130 fine, per tael	\$56.40
GAR SILVER, per oz.	26½

TONNAGE.

HONGKONG, 4th November.—During the past fortnight freights coastwise have declined. From Saigon to this, 18 cents per picul offering; to Philippines, 31 cents last; to north coast Java, 30 cents per picul. Java to this, 35 and 37 cents per picul for wet sugar. From Newchwang to Canton, several steamers have been fixed at 28 cents for small quantities of 15/18,000 piculs, and 25 cents for over 20,000 piculs. From Wuhu and Chinkiang to Canton, 21 candareens per picul. Bangkok to Hongkong, 30 and 38 cents per picul. From Moji to this, \$2.15 per ton has been paid for ready boats, but for December loading tonnage is obtainable at \$2 per ton; to Singapore, a steamer has been closed in London at \$2.15 per ton. Time charters.—Not much demand locally. The German steamer *Emma Luyken* and Norwegian steamer *Pollux* has been chartered for Java trade. The following are the settlements:—

Scalda—British steamer, 3,438 tons, Moji to Hongkong, \$2.05 per ton.

Hopsang—British steamer, 1,350 tons, Moji to Hongkong, \$2.15 per ton.

Fausang—British steamer, 1,410 tons, Nagasaki to Hongkong, \$2.30 per ton.

Onsang—British steamer, 1,787 tons, Kuchinotzu or Moji to Hongkong, \$2.15 per ton.

Fooshing—British steamer, 1,423 tons, Bangkok to Hongkong, 36 and 30 cents per picul.

Hangsang—British steamer, 1,356 tons, Taiwan-foo to Yingkow, 65 cents per picul.

Decima—German steamer, 794 tons, Newchwang to Canton (part cargo), 29 cents per picul.

Dott—Norwegian steamer, 629 tons, Newchwang to Canton (part cargo), 28 cents per picul.

Else—German steamer, 903 tons, Newchwang to Canton (part cargo), 28 cents per picul.

Opland—Norwegian steamer, 843 tons, Newchwang to Canton (25,000 piculs), 25 cents per picul.

Gaea—Norwegian steamer, 624 tons, Saigon to one port Philippines, 83 cents per picul.

Emma Luyken—German steamer, 1,109 tons, Saigon to one port north coast Java, 30 cents per picul.

Pollux—Norwegian steamer, 730 tons, monthly, 3 months, at \$7,000 per month.

Emma Luyken—German steamer, 1,109 tons, monthly, 3 months, at \$7,750 per month (recharter).

FREIGHTS.

From Hankow per Conference Steamers.—To London and Northern Continental ports (via Shanghai):—46/- plus River Freight. To Genoa, Marseilles or Havre (via Shanghai):—Tea and General Cargo 41/6 plus River Freight. To New York (overland):—Tea 63 1/4 cents per lb. gross plus River Freight. To New York (via Suez):—Tea and General Cargo 35/- per ton. To Shanghai:—Tea and General Cargo, Tels 1.80 per ton weight or measurement.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

October—

ARRIVALS.

- 28, Ceylon, British str., from London.
- 28, Chiyuen, Chinese str., from Shanghai.
- 28, Hertha, German cruiser, from Shanghai.
- 28, Hongkong, French str., from Haiphong.
- 28, J. Diederichsen, Ger. str., from Pakhoi.
- 28, Kansu, British str., from Tientsin.
- 28, Rajaburi, German str., from Bangkok.
- 28, Taming, British str., from Manila.
- 28, Whampoa, British str., from Shanghai.
- 28, Yangtze, British str., from Singapore.
- 28, Chwnshan, British str., from Saigon.
- 29, Cyrus, British str., from Rangoon.
- 29, Gaelic, British str., from San Francisco.
- 29, James Brand, Brit. str., from Palembang.
- 29, Lisa, Swedish str., from Moji.
- 29, Loongmoon, German str., from Ningpo.
- 29, Pitsanulok, German str., from Bangkok.
- 29, Providence, Norwegian str., from Anping.
- 30, Anchenarden, British str., from K'notzu.
- 30, Hongbee, British str., from Singapore.
- 30, Mercedes, British str., from Weihaiwei.
- 30, Sheekh, British str., from Kutchinotzu.
- 30, Tyr, Norwegian str., from Hongkong.
- 30, Vermont, British str., from Moji.
- 31, Gregory Apcar, British str., from Calcutta.
- 31, Kwongsang, British str., from Shanghai.
- 31, Loongsang, British str., from Manila.
- 31, Mathilde, German str., from Tourane.
- 31, Rubi, British str., from Manila.
- 29, Zafre, British str., for Manila.

November—

- 1, Andree Rickmers, Ger. str., from Bangkok.
- 1, Hailong, British str., from Amoy.
- 1, Halaban, Du oh str., from Shanghai.
- 1, Hopsang, British str., from Saigon.
- 1, Kw. nglee, Chinese str., from Shanghai.
- 1, Mathilde, German str., from Tourane.
- 1, Monmouthshire, Brit. str., from Singapore.
- 1, Rubi, British str., from Manila.
- 1, Sungkiang, British str., from Manila.
- 1, Teleha, British str., from Singapore.
- 2, Castor, Norwegian str., from Cardiff.
- 2, Dardanus, British str., from Liverpool.
- 2, Haitan, British str., from Coast Ports.
- 2, Hanoi, French str., from Haiphong.
- 2, Laertes, British str., from Saigon.
- 2, Machew, German str., from Bangkok.
- 2, Melita, French str., from Tourane.
- 3, Benmohr, British str., from London.
- 3, Benvenue, British str., from Kutchinotzu.
- 3, Borneo, German str., from Sandakan.
- 3, Coromandel, British str., from Shanghai.
- 3, Fearless, British cruiser, from Chusan.
- 3, Fooshing, British str., from Hongay.
- 3, Frithjof, Norwegian str., from Tamsui.
- 3, Melia, French str., from Tourane.
- 3, Phrangag, German str., from Bangkok.
- 3, Shahzada, British str., from Saigon.

October—

DEPARTURES.

- 29, Cyrus, British str., for Yokohama.
- 29, Ellis Rickmers, German str., for Swatow.
- 29, Germania, German str., for Hangkok.
- 29, Humber, British str., for Liu Kung Tao.
- 29, Korea, American str., for San Francisco.
- 29, Lyra, American str., for Tacoma.
- 29, Meefoo, Chinese str., for Shanghai.
- 29, Taiyuan, British str., for Australia.
- 29, Trieste, Austrian str., for Trieste.
- 29, Tsunan, British str., for Kobe.
- 30, Ceylon, British str., for Yokohama.
- 30, Esang, British str., for Tientsin.
- 30, Jacob Diederichsen, Ger. str., for Pakhoi.
- 30, M. Struve, German str., for Tamsui.
- 30, Palamotta, British str., for Rangoon.
- 30, Sikh, British str., for Kutchinotzu.
- 30, Thales, British str., for Swatow.
- 29, Zafro, British str., for Manila.
- 31, Choyasang, British str., for Shanghai.
- 31, Hongkong, French str., for Haiphong.
- 31, James Brand, British str., for Chinkiang.
- 31, Signal, German str., for Deli.
- 31, Yangtze, British str., for Victoria, &c.

November—

- 1, Banca, British str., for Shanghai.
- 1, Kobsichang, German str., for Bangkok.
- 1, Pathfinder, U.S. surv. ship, for Manila.
- 1, Pollux, Norwegian str., for Sourabaya.
- 1, Taming, British str., for Manila.
- 1, Telemachus, British str., for Saigon.
- 2, Arratoon Apcar, British str., for Calcutta.
- 2, Auchenarden, British str., for K'chiotzu.
- 2, Hailong, British str., for Tamsui.
- 2, Halaban, Dutch str., for Amoy.
- 2, Hongbee, British str., for Amoy.
- 2, Hopsang, British str., for Kobe.
- 2, Onsang, British str., for Kobe.
- 2, Providence, Norwegian str., for Anping.
- 2, Rajaburi, German str., for Bangkok.
- 2, Tartar, British str., for Vancouver.
- 2, Whampoa, British str., for Shanghai.
- 3, Changchow, British str., for Shanghai.

PASSENGER LIST.

ARRIVED.

- Per *Hailong*, from Amoy, &c., Mrs. Nicholls, Mrs. Limburg and child.
- Per *Haitan*, from Foochow, &c., Mr. and Mrs. Haseloo and two children, Rev. Knox, and Miss Hoffman.
- Per *Borneo*, from Sandakan, Mr. Turnbull and Miss Okina.
- Per *Rubi*, from Manila, Messrs. Edbert A. Hewitt, J. McMicking, Mariane Monteliban, F. J. C. Focken, T. S. Pugh, Otian Siang, C. N. Paddison, N. S. Brown and P. M. Sangar.
- Per *Mathilde*, from Tourane and Hoihow, Mr. McKenzie.
- Per *Loongmoon*, from Ningpo, Mr. and Mrs. Lambert and Miss Shaw.
- Per *Loongsang*, from Manila, Sisters Matilda Lopez, Maria Cariz, Messrs. A. Hobey, S. Misaka and C. Roebelen.
- Per *Kwongsang*, from Shanghai, &c., Mrs. Lant and child; Mrs. Erelough and child, Messrs. Farquharson, Cobb, and Schmidburn.
- Per *Pitsanulok*, from Bangkok, Mr. and Mrs. Novod, Miss L. Novod, Signor C. Pescio, and Mr. T. Cobbs.

Per *Ceylon*, from London, for Hongkong, Mr. Hazeland, Mrs. Wood and 2 children, Miss Maker, Mrs. Moorhead and child, Mrs. and Miss Ho per; for Shanghai, Mrs. G. B. Tours and 2 children, Messrs. H. Harris and J. Ramsay, Misses Bearden and Master, and Mr. Middle; from Malta, for Shanghai, Mrs. Wilkins and child.

Per *Gaelic*, from San Francisco, &c., Miss Mary Hanks, Messrs. J. H. Cook, A. Fuster, A. J. Gibson, Rev. J. Lake, Miss Julia Meadows, Dr. J. G. Meadows, Mrs. Meadows and child, Mr. M. F. au Miller, Mrs. au Miller, Mr. W. Riesbol, Mrs. Riesbol, Miss M. H. South, Mrs. J. B. Wilkinson, Miss S. S. Wilkinson, Mr. G. L. H. Mauby, Miss Reynolds, Capt. W. C. Passmore and C. D. V. Hunt, Lieut. Col. W. J. Oldershaw, Mr. Chas. Brurein, Mrs. L. M. Curry, Rev. H. Graves, Mrs. Graves, Mr. G. T. Herrin, Miss H. F. North, Mr. L. J. Smith, Mrs. Smith and 3 children, Rev. W. H. Tipton, Mrs. Tipton and 3 children, Col. F. N. Robinson, U.S.A., Mrs. Robinson, Miss Angell, Messrs. G. F. de Pleige and Asincio, and Miss J. F. Dwyer.

Per *Gregory Apcar*, from Calcutta, &c., Mrs. B. S. Raymonds, Misses Raymonds, Mr. E. Raymonds, Mr. and Mrs. N. J. Pogose, Mr. N. Pogose, Mrs. S. H. Belson and child, Mrs. Renben, and Mr. W. Cooper.

Per *Coromandel*, from Shanghai, for Hongkong, Mr. and Mrs. A. B. Wise, Miss Cotton, Miss C. Nevill May, Mr. F. Salinger, Mrs. A. H. Bottenheim and 2 children, Mrs. L. Kerr, Messrs. John Duncan, Paul Brunat, and W. R. Collyer, Mrs. C. A. Tones and 3 children, Miss Millinchip, Messrs. T. Johns, C. E. Ellis, P. G. Jones, P. Ambo, C. W. Newby, T. Koizuma, Mr. and Mrs. Rowbottom and child, Messrs. Gameau, J. T. Voack, and B. Wybrandi; for Colombo, Mr. G. K. Panoff; for Bombay, Messrs. S. Abraham and D. M. Bharncha; for Port Said, Mr. G. Dautoni; for Marseilles, Mrs. R. S. Hutcheon, Messrs. L. Abakomoff and H. Jaeger; for London via Marseilles, Messrs. H. R. H. Thomas and G. C. King; for London, Mr. W. T. Bidwell, Lieut. J. K. B. Birch, R.N.R., and Mrs. Simpson; from Kobe, for Hongkong, Mr. Allen; for London, Miss Wield; from Yokohama, for Hongkong, Mrs. B. Bennett, Messrs. S. Broocha, R. M. Engineer, and P. M. Davar; for Marseilles, Mr. Chazamion, for London, Messrs. F. J. Barry and F. W. Hill.

DEPARTED.

Per *Legazpi*, for Manila, Mr. and Mrs. Sajiro Oshima, Mr. Joseph J. Dunbar, Rev. Brothers Gabriel and Michael.

Per *Taming*, for Manila, Mr. and Mrs. L. Smith and 2 children, Mr. and Mrs. Admiller, Mr. and Mrs. G. Lamb, Mr. and Mrs. W. Persbol, Mrs. L. Cory, Mrs. J. Wilkinson, Miss S. Williamson, Miss M. H. South, Messrs. C. Brurein, G. Calvin, J. Cook, A. Fenciano, A. Fuster, J. George, A. Gibson, G. Hermann, C. Hunt, R. Morse, F. Nolk, J. Patrick, and W. Watson.

Per *Korea*, for San Francisco, &c., Mr. T. J. Whelan, Mr. Whelan, apt. Leblond, U.S.A., Lieut. Col. P. St. C. Murphy, U.S.A., Mr. and Mrs. I. E. tickn y, Messrs. S. V. Ford, J. M. Dean, W. A. Randall and family, Mr. and Mrs. P. C. Freer, Mr. J. C. Tarbux, Capt. Langhorne, Mrs. F. R. Felt, Mr. J. E. Parker, Dr. P. B. Boteer, Dr. H. M. Tolt, Messrs. A. Marshall and L. M. Allen, Mr. and Mrs. A. B. Stewart, and Miss Stewart; for China and Japan ports, Messrs. B. Asgaard, Sugimoto, Kawakami, Capt. and Mrs. Cabell and child, Dr. R. H. Campbell and King, Mr. W. T. Pnd epha, Mr. and Mrs. H. Schouberg, Lieut. Fiske, U.S.A., Lieut. Leeds, U.S.S., Miss Archo d, Miss Newell, Messrs. W. A. Lamont and E. H. d'Aquino, Mr. and Mrs. J. J. Leiria, Messrs. W. R. Dorsey, C. Paul Chater, H. P. White, C. J. Farrow, and G. H. Potts.

Per *Tartar*, for Vancouver, &c., Mr. O. H. Paddison, Mr. and Mrs. Von Zepelin, Mrs. W. G. Ford, Messrs. G. M. P. dos Remedios, P. Barbillon, Johnson Paterosa, L. u Dognon, S. Misaki, Takushima, Morimaga, N. saida, Nagano, J. Thomas, and W. A. Hammond.

Printed and published by BERTRAM AUGUSTUS HALL for the Concerned, at 14, Des Voeux Road Central, City of Victoria, Hongkong. London Office: 131, Fleet Street, E.C.